Liikennevirasto
Finnish Transport Agency

4 • 2014
TRANSPORT INFRASTRUCTURE DATA OF
THE FINNISH TRANSPORT AGENCY

Finnish Railway Network Statement 2016

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Transport infrastructure data of the
Finnish Transport Agency 4/2014

Finnish Transport Agency
Helsinki 2014

Photograph on the cover: Simo Toikkanen

Online publication pdf (www.liikennevirasto.fi)
ISSN-L 1798-8276
ISSN 1798-8284
ISBN 978-952-317-042-1

Finnish Transport Agency
P.O. Box 33
FI-00521 Helsinki, Finland
Tel. +358 (0)29 534 3000

Foreword

The Finnish Transport Agency (FTA) publishes the Finnish Railway Network Statement (hereinafter the Network Statement) for the timetable period 2016. This is the thirteenth Network Statement prepared in Finland, in accordance with the Finnish Railway Act. The Network Statement describes the access conditions, the state-owned railway network, the rail capacity allocation process, the services supplied to railway undertakings and the principles of determining the infrastructure charge. The Network Statement is published for applicants for capacity for each timetable period separately. The present Network Statement is intended for the timetable period 13.12.2015-10.12.2016.

The Network Statement 2016 has been prepared based on the previous Network Statement taking into account the feedback received from users and the Network Statements of other European Infrastructure Managers.

The structure of the Network Statement follows the common European structure and comprises the following chapters:

1 General
2 Access conditions
3 Railway network
4 Capacity allocation
5 Services supplied to railway undertakings
6 Infrastructure charge

The railway act and railway statutes are being revised and will probably enter into force during the timetable period 2015. The amendments due to the revised statutes will be made in the Network Statement immediately upon their entry into force.

At the time of publication, the Finnish RAILI network is used for communication between traffic control, train operations and track work. In 2017, Finland's Public Authority Network VIRVE is likely to be used for the railway verbal communication between traffic control and train drivers. The Finnish Government is expected to reach a decision on this in spring 2015. The transition period is planned to begin during the timetable period 2016. Information about possible changes in the use of the RAILI network will be updated in the Network Statement and on the Finnish Transport Agency's website.

Within the Finnish Transport Agency, the Network Statement is the responsibility of the Traffic Services Department. Several specialists inside and outside the Finnish Transport Agency have been involved in the preparation of the Network Statement.

Helsinki, 12 December 2014

Finnish Transport Agency
Traffic and Information, Traffic Services Department

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1 General information

1.1 Introduction

The Network Statement is published in accordance with the Railway Act (304/2011)[1] and Directive 2012/34/EU[2] of the European Parliament and of the Council on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (hereinafter referred to as the "Capacity and Infrastructure Charge Directive"). The Network Statement for the timetable period 2016 is the thirteenth Network Statement published in Finland.

1.2 Objective

The Network Statement is published for the use of applicants for capacity for each timetable period separately. The Network Statement describes the access conditions, the state-owned railway network, capacity allocation, services supplied to railway undertakings and the basis on which the infrastructure charge is determined. The Network Statement specifies in detail the general rules, deadlines, procedures and grounds applicable to capacity allocation and the charging systems.

Railway undertakings can request capacity for international traffic within the European Economic Area, as well as for domestic freight traffic. Domestic passenger traffic may only be operated by VR Group Ltd in those rail lines which include in monopoly agreement between the Ministry of Transport and Communications and VR Group Ltd. Any railway undertaking can operate passenger traffic on the line sections which are not included in the agreement. VR Group Ltd has the exclusive right to operate railway transit traffic to and from Russia in the Finnish railway network, until the renewed agreement on transit traffic between Finland and Russia enters into force.

1.3 Legal Framework

Current Legislation

In accordance with the Railway Act, the Finnish Transport Agency publishes information on the provisions of the Railway Act, as well as on the provisions issued under this Act and other provisions, concerning

1. the right of access to the railway network;
2. the principles of determining the infrastructure charge;
3. applying for rail capacity and the related deadlines;
4. the requirements for and approval of railway rolling stock; as well as
5. other conditions concerning operating and starting the operation of railway traffic.

[1] http://www.finlex.fi/fi/laki/ajantasa/2011/20110304

[2] http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2012:343:0032:0077:EN:PDF

The Finnish Transport Agency publishes information on the nature and extent of the railway network in the Network Statement for each timetable period. This information is contained in Chapter 3 of this Network Statement. The provisions issued by the Finnish Transport Agency on:

1. specialised infrastructure capacity under the Railway Act (point 3.4.1)
2. the priority order to be applied to congested infrastructure under the Railway Act (point 4.4.3)
3. the threshold quota for the minimum use of railway infrastructure on each train path under the Railway Act (point 4.6) is also published in the Network Statement.

1.4 Legal Status

1.4.1 General Remarks

The Network Statement is not a regulation issued by the Finnish Transport Agency but a document providing information.

1.4.2 Liability

Information published in the Network Statement does not affect regulations issued by the Finnish Transport Safety Agency or instructions issued by the Finnish Transport Agency. Information on the third parties mentioned in the Network Statement may also change during the timetable period.

1.4.3 Appeals Procedure

A decision taken by the Finnish Transport Agency may be appealed against under the Railway Act by filing a claim for rectification with the Regulatory Body, which in Finland is the Finnish Transport Safety Agency. A claim for rectification may be filed if the decision taken by the Finnish Transport Agency concerns:

- congested infrastructure capacity (23 §)
- priority order for allocating capacity in individual cases (24 §)
- capacity allocation (26 §)
- allocation of ad hoc capacity (27 §)
- cancelled capacity (29 §)
- infrastructure charge (37 §)

The claim for rectification shall be filed with the Finnish Transport Safety Agency within 30 days of the date of receipt of notice of the decision. The Finnish Transport Safety Agency shall decide on the claim for rectification within two months of the date on which all relevant information for taking a decision has been delivered to it. The decision shall, however, be taken within ten days of the date on which all relevant information has been delivered if the claim concerns the priority order in individual cases, capacity allocation or a request for ad hoc capacity.

1.5 Structure of the Network Statement

This Network Statement follows the common structure set for Network Statements by RailNetEurope.

The Network Statement consists of five more chapters in addition to this one. The second chapter deals with the requirements for accessing the railway network, the third handles the railway network infrastructure, the fourth covers issues related to capacity allocation, the fifth chapter is about services offered to railway undertakings, and the sixth chapter deals with the infrastructure charge and charging principles. The Network Statement includes appendices that provide a more detailed description of the railway network features and other issues related to railway traffic operations.

1.6 Validity and Updating

1.6.1 Validity Period

The Network Statement is valid for one timetable period. It is published four months ahead of the expiry of the deadline for submission of capacity requests that is 12 months ahead of the timetable period. The Network Statement 2016 is intended for the timetable period 2016, that is, for the period 13.12.2015-10.12.2016. The Network Statement for the timetable period 2017 will be published by 11.12.2015 at the latest.

1.6.2 Updating Process

If information contained in paragraph 1.3 changes, the Finnish Transport Agency will publish the changes on its website **http://www.liikennevirasto.fi**[3].

The Appendix 13 of the Network Statement presents an estimate of the track work that is to be done during the timetable period 2016 and which may affect traffic. The working programme, timing of tasks and the required track work will change as the funding and plans become more focused. The Finnish Transport Agency will publish the list of track work and maintain an updated version of the document on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[4].

The text and appendices of the Network Statement may be updated once it has been published. The updates will be made available on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[5].

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[3] http://portal.liikennevirasto.fi/sivu/www/e/professionals/network_statement

[4] http://portal.liikennevirasto.fi/sivu/www/f/ammattiliikenteen_palvelut/rataverkolla_liikennointi/liikennesuunnittelu/ratatyot

[5] http://portal.liikennevirasto.fi/sivu/www/e/professionals/network_statement

1.7 Publishing

The Network Statement is published in three languages: Finnish, Swedish and English. If any discrepancies are found between the different language versions, the Finnish language version will prevail. All language versions are available in PDF format on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[6].

Development plans for the railway network for 2015–2018 are presented in the Finnish Transport Agency's action plan **(TTS)**[7]. Statistics concerning the railway network and railway traffic are presented in the annually published **Finnish Railway Statistics**[8].

1.8 Contacts

Finnish Transport Agency

The Finnish Transport Agency operates under the auspices of the Ministry of Transport and Communications, assuming responsibility for maintaining and developing the state-owned railway network, allocating rail capacity, conducting traffic control and directing traffic. The Finnish Transport Agency is also responsible for maintaining roads and developing and safeguarding the operating prerequisites of merchant shipping and other forms of waterborne traffic.

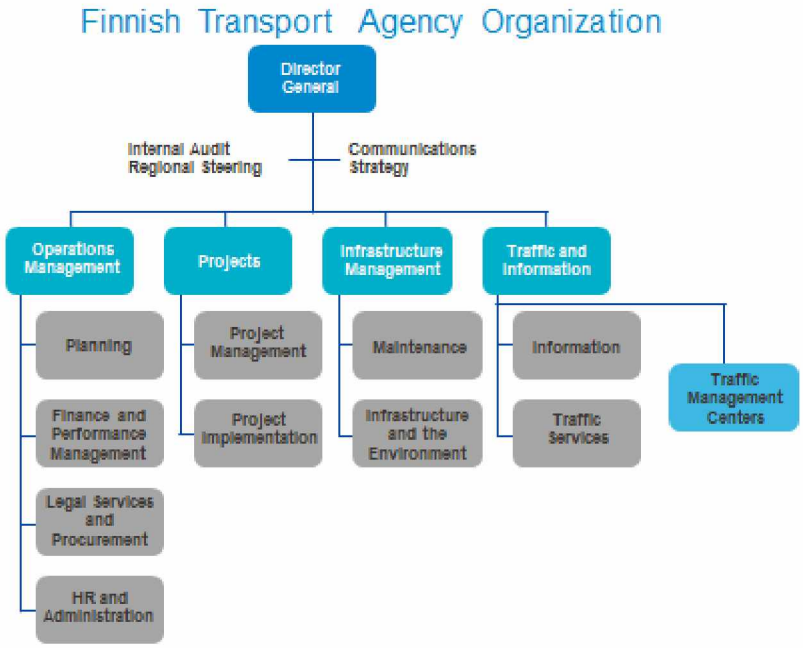

Figure 1. The Finnish Transport Agency's organisational chart.

[6] http://portal.liikennevirasto.fi/sivu/www/e/professionals/network_statement

[7] http://portal.liikennevirasto.fi/portal/page/portal/f/liikennevirasto/tapamme_toimia/sunnittelu_seuranta/Liikenneviraston_TTS_2015_-_2018.pdf

[8] http://portal.liikennevirasto.fi/sivu/www/e/fta/statistics/traffic_statistics

P.O. Box 33 (street address: Opastinsilta 12 A)
FI-00521 HELSINKI
FINLAND
E-mail: kirjaamo(at)liikennevirasto.fi
Internet: **http://www.liikennevirasto.fi**[9]

On matters regarding entering the market or railway traffic, e-mail can be sent to oss(at)liikennevirasto.fi.

Other contact information can be found on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[10]**.**

Ministry of Transport and Communications

The Ministry of Transport and Communications is responsible for two broad sectors: transport policy and communications policy.

In the transport sector, the Ministry's responsibilities include transport systems and networks, transport of people and goods, traffic safety, and issues relating to climate and the environment. In the communications sector, the Ministry takes care of issues relating to communications networks, information security and data protection, information society policy, the mass media, and postal services.

PO Box 31 (street address: Eteläesplanadi 16-18)
FI-00023 VALTIONEUVOSTO
FINLAND
E-mail: kirjaamo(at)lvm.fi
Internet: **http://www.lvm.fi**[11]

Finnish Transport Safety Agency

The Finnish Transport Safety Agency operates under the auspices of the Ministry of Transport and Communications. The Finnish Transport Safety Agency develops the safety of the transport system, promotes environmentally friendly transport solutions and is responsible for transport system regulatory duties.

P.O. Box 320 (Street Address: Kumpulantie 9)
FI-00101 HELSINKI
FINLAND
E-mail: kirjaamo(at)trafi.fi
Internet: **http://www.trafi.fi**[12]

Finnish Competition and Consumer Authority

The responsibilities of the Finnish Competition and Consumer Authority relate to implementing competition and consumer policy, ensuring good market performance, implementing competition legislation and EU competition rules, and securing the

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[9] http://portal.liikennevirasto.fi/sivu/www/e/

[10] http://portal.liikennevirasto.fi/sivu/www/e/fta/contact_information

[11] http://www.lvm.fi/web/en/home

[12] http://www.trafi.fi/en

financial and legal position of the consumer. The agency also handles the supervision responsibilities of the Consumer Ombudsman.

P.O. Box 5 (Street address: Siltasaarenkatu 12 A)
FI-00531 HELSINKI
FINLAND
E-mail: kirjaamo(at)kkv.fi
Internet: **http://www.kkv.fi**[13]

1.9 Co-operation between Infrastructure Managers

RailNetEurope **(RNE)**[14] is a non-profit making association of Infrastructure Managers and Allocation Bodies (IMs/ABs). It is dedicated to facilitating International Traffic on the European Rail Infrastructure.

RNE has established one OSS (One Stop Shop) contact point in every member country. Each customer can choose its favorite OSS contact point for all its needs regarding international rail services. From the initial questions related to network access to international path requests and performance *review after a train run – all these issues and more are handled* by one contact point for the whole international train journey at the customers' convenience.

A list of OSS contact persons is available at RailNetEurope's Internet pages at **http://www.rne.eu**[15].

The Finnish Transport Agency is no longer a member of RNE, but it is still active in the OSS. For more information, please send an e-mail to oss(at)fta.fi

Network Statements of Other Countries

Internet addresses of Network Statements published by other railway network administrators are available at RailNetEurope's website at **http://www.rne.eu/members_ns.html**[16].

1.10 Glossary

ATP is a class B system "ATP-VR/RHK - Junankulunvalvonta (JKV)" according to appendix B to the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system of 28 March 2006.

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[13] http://www2.kkv.fi/en-GB/

[14] http://www.rne.eu/

[15] http://www.rne.eu/oss_network.html

[16] http://www.rne.eu/members_ns.html

Ad hoc capacity refers to rail capacity requested for temporary, short-term and individual train paths. Example: trains operating on individual days; machinery and trains with deviating routes or stopping behaviour.

Advance information on train traffic (JETI) is a system, which includes the advance plans of track work and information on changes affecting traffic. Otherwise, these would have to be delivered by a traffic control message.

Capacity for operating regular train services refers to rail capacity requested for regular, long-term and identical train services. Example: services required year round from Monday to Saturday or on every Tuesday and Thursday for three months.

Coordination refers to a procedure by which the Finnish Transport Agency and the applicants attempt to solve situations where there are competing requests for rail capacity.

Engaging in railway traffic refers to the traffic conducted by a railway undertaking, traffic related to railway maintenance, traffic conducted by a museum train operator, a company or other association under private law whose main activity is some other than operating railway traffic, or the railway infrastructure manager on the railway network.

Infrastructure management refers to construction, maintenance and development of tracks, structures, equipment and systems connected with them, as well as the immovable property needed for infrastructure management.

KUPLA is a data terminal equipment for train drivers, which enables electronic data transfers between the railway traffic management systems, and between the traffic control and train drivers.

LIIKE is a data system for requesting rail capacity.

Museum track refers to a track designated as a museum track by the infrastructure manager of the Finnish railway network. Before designating a museum track, the infrastructure manager shall hear the Finnish Transport Safety Agency and the railway operators using the track in question. Only museum traffic may be operated on a museum track; no other passenger or freight traffic.

Museum train traffic refers to traffic operated on a small scale on the railway network by a non-profit association with museum trains. Museum train refers to a stock registered as a museum train on the Finnish Transport Safety Agency's stock register.

Private siding refers to a track other than track owned by the Finnish Transport Agency.

Rail capacity refers to the potential to use the railway network and to schedule a train path as laid down in the Railway Act. Rail capacity may also, based on several parameters in the railway network, be defined as the maximum number of trains which can be scheduled on a section of infrastructure for a given period.

Rail operator refers to railway undertakings, railway maintenance companies, infrastructure managers operating in the railway network, and museum train

operators. Other companies or associations operating in the railway network, and whose operations in the railway network are not part of their core activities, are also referred to as rail operators.

Railway infrastructure manager refers to the Finnish Transport Agency or a railway infrastructure manager of a private siding, on which the Railway Act (304/2011)[17] is applied.

Railway undertaking refers to a company or other association, either public or under private law, whose main activity is to operate rail passenger or freight traffic. The company must have an appropriate operating licence issued in the European Economic Area and it is obliged to provide traction services. Undertakings providing only traction services are also regarded as railway undertakings.

Ratapurkki is a data warehouse for railway data, which provides information about railway infrastructure for companies and data systems in the railway sector. The user interface is a browser, through which data can be searched via a map or through database reporting.

RATO refers to railway track's technical instructions, which include basic information on development, inspection and maintenance of a track and its equipment. RATO is based on the provisions issued by the Finnish Transport Safety Agency. RATO[18] is published by the Finnish Transport Agency.

Traffic control is the management of traffic on individual train paths. In addition traffic control duties include issuing permits and notices required for train traffic. Traffic control also includes protecting the track work areas, issuing permits for track work and receiving information on the termination of such work. If so required due to the volume and nature of traffic, or type of safety apparatus, a signal or turnout worker, shunting foreman, locomotive driver or a worker responsible for the safety of work done near the tracks or other person appointed in due order for the task may participate in traffic control to the extent required by their task.

TURO refers to safety instructions in track maintenance. The Finnish Transport Agency publishes the instructions on its website http://www.liikennevirasto.fi[19].

Other, more detailed, definitions can be found in RATO (Railway track technical instructions)[20].

[17] http://www.finlex.fi/fi/laki/alkup/2011/20110304

[18] http://portal.liikennevirasto.fi/sivu/www/f/urakoitsijat_suunnittelijat/vaylanpidon_ohjeet/rakennuttaminen/rautatiet

[19] http://www2.liikennevirasto.fi/julkaisut/pdf3/lo_2012-01_turo_web.pdf

[20] http://portal.liikennevirasto.fi/sivu/www/f/urakoitsijat_suunnittelijat/vaylanpidon_ohjeet/rakennuttaminen/rautatiet

2 Access Conditions

2.1 Introduction

Access requirements to the railway network are listed in this chapter. The prerequisites for operating railway traffic are an operating licence, safety certificate, allocated capacity and an access contract. In addition, for example, the rolling stock acceptance process and traffic safety staff qualifications are described in this chapter.

2.2 General Access Requirements

The legal framework of access to infrastructure is described in the Railway Act (304/2011)[21]. The provisions and instructions issued by the Finnish Transport Safety Agency and the Finnish Transport Agency shall be observed on the state-owned railway network. Information on the instructions issued by the Finnish Transport Safety Agency currently in force is available from the Finlex website, http://www.finlex.fi[22] and on The Finnish Transport Safety Agency's website http://www.trafi.fi[23]. Provisions issued by the Finnish Transport Agency are available on the Finnish Transport Agency's website http://www.liikennevirasto.fi[24].

The Act on safety and interoperability of the rail system (372/2011)[25] lays down, for example, the essential requirements for the rail system.

Locomotives operating in the state-owned railway network must be fitted with an automatic train protection system (ATP). Further information can be read from a chapter 3.3.3.6 ATP Systems.

2.2.1 General Requirements for Operating Railway Traffic

Operation of railway traffic on the state-owned railway network requires that the railway undertaking meet the following conditions:

1. The railway undertaking or international grouping of railway undertakings shall have an operating licence in accordance with the Railway Act or a corresponding operating licence issued in the European Economic Area.

2. The railway undertaking shall have a safety certificate in accordance with the Railway Act, issued or approved by the Finnish Transport Safety Agency, which covers all the train paths on which traffic will be operated.

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[21] http://www.finlex.fi/fi/laki/alkup/2011/20110304

[22] http://www.finlex.fi/fi/viranomaiset/normi/499001/

[23] http://www.trafi.fi/rautatiet/saadokset/kansalliset_maaraykset

[24] http://portal.liikennevirasto.fi/sivu/www/f/urakoitsijat_suunnittelijat/vaylanpidon_ohjeet

[25] http://www.finlex.fi/fi/laki/alkup/2011/20110372

3. Capacity in accordance with the Railway Act has been allocated to the railway undertaking for its traffic.

4. The railway undertaking shall make an access contract with Finnish Transport Agency on necessary practical arrangements concerning the operating of railway traffic.

5. Other conditions for operating rail traffic, laid down in or under the Railway Act are in all respects fulfilled.

Access conditions and phases for entering the freight transport market are presented in Figure 2.

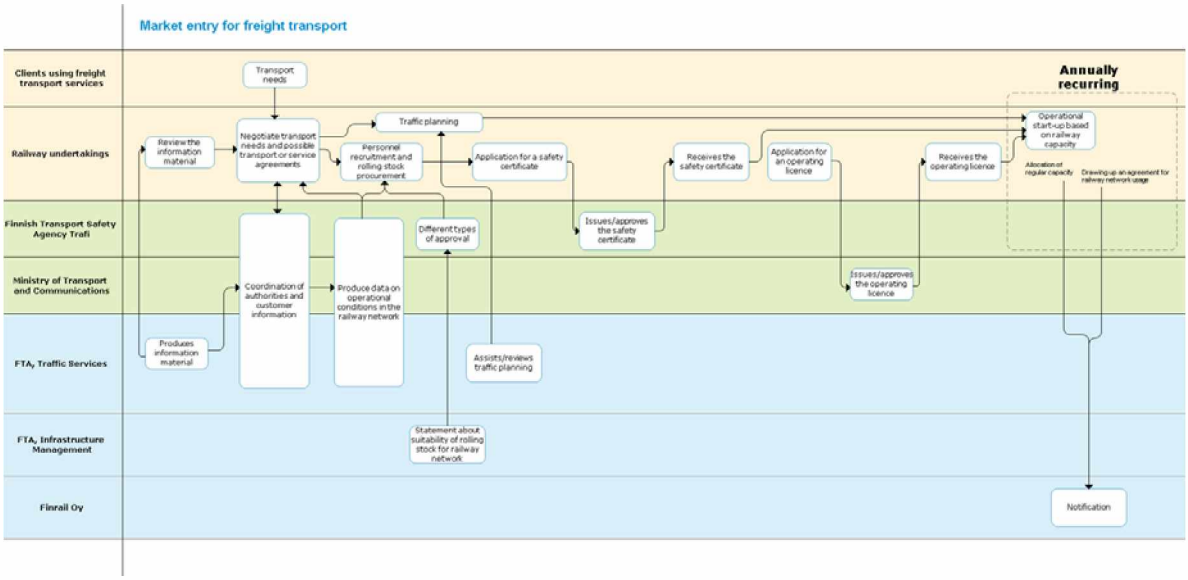

Figure 2. Phases for entering the freight transport market.

Museum Train Traffic

The same requirements described in this Network Statement are applied to museum train traffic as to other rail traffic, except with regard to the operating licence and to the access contract. The law provides that a museum train traffic operator must have a safety certificate granted by the Finnish Transport Safety Agency. The safety certificate will be granted upon application for a maximum of five years at a time. The prerequisites in order to be granted a safety certificate are presented in chapter 2.2.4. From now on it will be voluntary to enter into an access contract, but the Finnish Transport Agency nevertheless expects this contract to be agreed upon for each timetable period.

Capacity may be requested only as ad hoc capacity.

The Museum Train Traffic Regulation (RVI/295/411/2008) has been repealed and replaced by the Finnish Transport Safety Agency's regulation on operation and traffic management **Käyttötoiminta ja liikenteen hallinta (TRAFI/22100/03.04.02.00/2012)**[26]. The new regulation does not cover all aspects

[26] http://www.finlex.fi/data/normit/41501-TRAFI_22100_03.04.02.00_2012_Fi.pdf

of museum traffic, so museum traffic operators should among other things check the Finnish Transport Safety Agency's instructions on ATP Systems. Further information in paragraph 3.3.3.6.

2.2.2 General Requirements for Access to the Railway Network

The following railway undertakings or international groupings of railway undertakings may access the state-owned railway network to operate train traffic.

1. the railway undertakings and international groupings of railway undertakings referred to in the Railway Act providing domestic freight services or passenger services in international railway traffic between states belonging to the European Economic Area

2. VR Group Ltd has the exclusive right to operate domestic passenger traffic in the Finnish railway network on the line sections referred to in the agreement on exclusive rights between VR Group Ltd and the Ministry of Transport and Communications. Any railway undertaking can operate passenger traffic on the line sections which are not included in the agreement. VR Group Ltd has the exclusive right to operate railway transit traffic to and from Russia in the Finnish railway network, until the renewed agreement on transit traffic between Finland and Russia enters into force.

These railway undertakings and international groupings of railway undertakings may use the railway network in accordance with the Railway Act and the traffic operating points on the state-owned railway network for their traffic operating on separately agreed conditions (access contract). Other rail operators may also use the state-owned railway network, provided that the Finnish Transport Agency has given its consent.

2.2.3 Operating Licence

The Ministry of Transport and Communications issues an operating licence for the operation of railway traffic to applicants established in Finland. The granted operating licence is valid for the time being and the Ministry reviews the operating licence and its conditions every five years. An operating licence issued in one state belonging to the European Economic Area is valid throughout the territory of the European Economic Area. An operating licence granted elsewhere must be delivered to the Ministry of Transport and Communications for information.

The prerequisite for granting the operating licence is that the main activity of the undertaking is to operate railway traffic. The undertaking must also have a solid financial standing, a competent management team and sufficient liability insurance. The application for an operating licence is delivered to the Ministry of Transport and Communications.

2.2.4 Safety Certificate

The safety certificate is issued by the national safety authority. In Finland, it is issued by the Finnish Transport Safety Agency.

If a railway undertaking has been granted part A of the safety certificate in another country belonging to the European Economic Area, it must apply to the Finnish

Transport Safety Agency for part B of the safety certificate before it can commence train operations or infrastructure management in Finland.

The safety certificate will be granted or approved for a maximum of five years at a time. The railway undertaking must apply for a new safety certificate as soon as its old certificate is no longer valid.

The safety certificate comprises two parts. Part A approves the safety management system, while part B accepts the documents and arrangements that the holder of the safety certificate has issued and put in place that indicates that the set requirements are fulfilled. The purpose of the safety certificate is to ensure that the applicant fulfills the safety requirements for its operations and that the undertaking has the necessary qualifications to operate safely on the railway network. These requirements are presented in the Railway Act. It is also possible to include other requirements in the safety certificate regarding railway safety. The purpose of these requirements is to ensure railway safety while taking into consideration the nature and scope of the railway traffic of the applicant. The aforementioned requirements are presented in more detail and explained in the instructions on how to apply for a safety certificate drawn up by the Finnish Transport Safety Agency.

The Finnish Transport Safety Agency requires that:

- the applicant's safety management system complies with regulations
- the applicant proves that it fulfils *those* rules and regulations on the use of the railway network that concern that part of the network where it intends to operate or engage in traffic operation and the applicant shows that it can safeguard compliance with the rules and regulations,
- the applicant proves that its staff groups and the staff groups of the subcontractor that it uses are appropriately trained and competent in their duties in accordance with the relevant regulations [concerning the network];
- the applicant proves that the rolling stock that it uses complies with the relevant regulations [concerning the network] and that the maintenance and servicing of the rolling stock are in order.

The Finnish Transport Safety Agency has drawn up instructions on how to apply for a safety certificate. The form used to apply for the safety certificate can be obtained from the Finnish Transport Safety Agency. The written application shall be submitted to the Finnish Transport Safety Agency. The Finnish Transport Safety Agency shall consider the application and if necessary request further information. The Finnish Transport Safety Agency shall decide on the issuance or approval of the safety certificate within four months after the request has been filed. The Finnish Transport Safety Agency may grant a safety certificate for the entire state-owned railway network or individual train paths. If the rules or regulations on the safety of the rail system are essentially amended, the Finnish Transport Safety agency may review the certificate or part thereof. If the operation of the holder of the safety certificate alters essentially in nature or extent, it shall re-apply for approval of the safety certificate insofar as the change has an effect on the terms and conditions of the safety certificate.

2.2.5 Cover of Liabilities

The rail transport operator and infrastructure management company shall have sufficient liability insurance or other corresponding arrangement in case of such

damage incurred by a party due to rail transport operations for which the rail transport operator or infrastructure management company is by law or contract responsible. The nature and scope of operations and risks related to the operations must be taken into account in evaluating the sufficiency of the insurance or a similar arrangement. The insurance or other corresponding arrangement shall be in force for the duration of the entire period during which rail transport is operated. More information can be found from the Finnish Transport Safety Agency's **guideline**[27] regarding the insurance.

2.3 General Business Conditions

2.3.1 Framework Agreement

The Finnish Transport Agency may make a framework agreement on the use of capacity with applicants for capacity. The purpose of such an agreement is to specify the characteristics of the capacity requested by the applicant. The framework agreement does not, however, entitle the applicant to obtain such capacity as is specified in the agreement.

Railway undertakings shall request the capacity specified in the framework agreement for each timetable period separately. If requested, the Finnish Transport Agency allocates the capacity specified in the framework agreement following the procedure laid down in the Railway Act. Correspondingly, the access contract shall be concluded for each timetable period separately regardless of the framework agreement. The framework agreement does not, however, impede the application of the provisions of the Railway Act to other applicants for capacity.

The framework agreement is made for a maximum of five years. For special reasons, the Finnish Transport Agency may, however, also conclude framework agreements for a longer period. Conclusion of an agreement for more than five years can, however, be justified only by contracts, special investments or special business risks connected with the transport business of the party with which the agreement is concluded, as well as by the large-scale and long-term investments of the party with which the agreement is concluded or the contractual obligations connected with such activities.

2.3.2 Access Contract

Railway undertaking shall make an access contract with the Finnish Transport Agency on the use of necessary services with regard to the state-owned railway network and railway traffic operations. These services include, for example, the use of marshalling yards, storage sidings and other tracks, as well as use of traffic control services. It is also possible to agree on other practical arrangements concerning railway traffic operations.

The railway traffic operator shall contact the Finnish Transport Agency to prepare the access contract and contractual negotiations as early as possible, preferably before applying for capacity. The Finnish Transport Agency makes this contract with each licence holder while taking into account the nature and scale of capacity allocated.

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[27] http://www.trafi.fi/filebank/a/1327667636/d582c3ee14540cf9601cad2e3d3e6401/9079-OHJE_RAUTATIELIIKENTEEN_HARJOITTAJAN_vastuuvakuutuksesta.pdf

The access contract is made for each timetable period and can be changed if decisions made during the timetable period concerning the allocation of capacity or other facts, for example, concerning the condition of the railway network so require. The access contract can only be concluded after all conditions stipulated in the Railway Act for operating railway traffic have been fulfilled. After the contract has been concluded, traffic may begin.

Maintenance entrepreneurs do not have to conclude a separate access contract on the use of the railway network, since the right to use the railway network is already included in the maintenance contract.

2.3.3 Other Agreements Regarding Railway Network Usage

Infrastructure agreement between infrastructure managers

The agreement comprises e.g. the operation between railway networks, traffic control, the dividing line between railway networks, its ownership and maintenance, as well as the cooperation between infrastructure managers. In order to enter into an agreement, the infrastructure manager shall submit a request in free form to the Finnish Transport Agency at the address kirjaamo(at)fta.fi.

Agreement on the use of individual traffic operating points

Rail operators, whose operations in the railway network are not part of their core activities, may only use the state-owned railway network or individual traffic operating points in the network, if they have concluded an agreement on the use with the Finnish Transport Agency before commencing operation. The agreement is renewed every timetable period. In order to enter into an agreement, the operator of railway traffic shall send an application in free form to the Finnish Transport Agency at the address: kirjaamo(at)fta.fi.

Marshalling yard agreement

At traffic operating points where there are many rail operators, all actors negotiate a marshalling yard agreement. This agreement relates to the common rules, the use and operation of tracks on the marshalling yard in question, or on parts of it. The marshalling yard agreement is an appendix to the access contract or to the agreement on the use of individual traffic operating points. The marshalling yard agreement is renewed every timetable period. The Finnish Transport Agency summons the parties to negotiate the marshalling yard agreement.

Agreement on the operation of track cars

Track cars must not be operated on line sections with commercial traffic in the state-owned railway network. However, an agreement can be concluded on operation of track cars on certain line sections which are closed to traffic, provided that the track conditions are satisfactory and the safety requirements met. The entry of such an agreement is always decided on a case-by-case basis and the Finnish Transport Agency may reject an agreement. Requests concerning this matter shall be addressed to kirjaamo(at) fta.fi.

RAILI Agreement

In the state-owned railway network, the communication between traffic control, operation and track work takes place in the RAILI network. Companies operating in the state-owned railway network shall enter a RAILI agreement with the Finnish Transport Agency. In order to enter into an agreement, the company shall fill in the form on the Finnish Transport Agency's website and send it to the Finnish Transport Agency. More information can be found on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[28].

2.4 Operational Rules and Legislative Information

Operational rules drafted by the Finnish Transport Agency can be viewed on the Finnish Transport Agency's website **http:/www.liikennevirasto.fi**[29] and regulations drafted by the Finnish Transport Safety Agency on its website **http://www.trafi.fi**[30]. Legislative information can be viewed on the Finlex website **http://www.finlex.fi**[31].

2.5 Exceptional Transport

Traffic restrictions are dealt with in paragraph 3.4 and in Appendix 16. Regulations concerning railway traffic and rolling stock can be viewed on the Finlex website **http://www.finlex.fi**[32] and other instructions on the Finnish Transport Safety Agency's website **http://www.trafi.fi**[33]. Other provisions can be viewed on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[34].

For the time being VR Transpoint issues permits for exceptional transports. The procedures for exceptional transports will be developed in 2015. Further information about special permits in appendices 4, 12 and 16.

2.6 Dangerous Goods

Transport of dangerous goods is dealt with in paragraph 3.4.3. Regulations concerning railway traffic and rolling stock can be viewed on the Finlex website **http://www.finlex.fi**[35] and other instructions on the Finnish Transport Safety Agency's website **http://www.trafi.fi**[36].

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[28] http://portal.liikennevirasto.fi/sivu/www/f/ammattiliikenteen_palvelut/rataverkolla_liikennointi/gsm_r_verkko

[29] http://portal.liikennevirasto.fi/sivu/www/f/urakoitsijat_suunnittelijat/vaylanpidon_ohjeet

[30] http://www.trafi.fi/rautatiet/saadokset

[31] http://portal.liikennevirasto.fi/sivu/www/f/urakoitsijat_suunnittelijat/vaylanpidon_ohjeet

[32] http://www.finlex.fi/fi/viranomaiset/normi/499001/

[33] http://www.trafi.fi/rautatiet/saadokset

[34] http://portal.liikennevirasto.fi/sivu/www/f/urakoitsijat_suunnittelijat/vaylanpidon_ohjeet

[35] http://www.finlex.fi/fi/viranomaiset/normi/499001/

[36] http://www.trafi.fi/rautatiet

2.7 Rolling Stock Acceptance Process Guidelines

An authorisation issued by the Finnish Transport Safety Agency is required for placing rolling stock in service. This authorisation can be issued for rolling stock that meets the requirements valid in Finland, which is laid down in legislation.

The requirements are based on the interoperability requirements for the rail system in accordance with Community law and the Finnish Transport Safety Agency has issued complementary and more detailed instructions. Conformity can be proved by the EC Declaration of Conformity or a corresponding declaration issued within the European Economic Area. Before issuing the authorisation, the Finnish Transport Safety Agency will ask for the Finnish Transport Agency's statement on stock type's or unit's suitability for railway network, in order to define possible restrictions.

The Finnish Transport Safety Agency maintains a register monitoring the validity and traffic safety of rolling stock. The purpose is to promote rail system safety and identify rolling stock. The rolling stock is recorded in a register maintained by the Finnish Transport Safety Agency, if the rolling stock has been granted a commissioning licence in Finland. Rolling stock that will be used on the state's railway network and has been granted a commissioning licence elsewhere within the European Economic Area or in a country outside the EEA must also be recorded in the register. Any rolling stock used on private sidings will also be recorded in the register.

The Finnish Transport Safety Agency can also register rolling stock for a limited time upon request. A fixed-period registration is also possible for any rolling stock that has been granted a commissioning licence in another country, if it has been granted a commissioning licence in Finland and is used on the state's railway network only temporarily.

The rolling stock register must include information on the owner, holder and renter of the rolling stock. The more detailed regulations on related information on other rolling stock to be recorded in the register will be set forth in a Council of State decree.

With regards to any rolling stock used for railway traffic between Finland and Russia, the register must include information on the vehicle owner or renter, any possible limitations on the vehicle use and information on the vehicle's maintenance plan in so far as is essential to the vehicle safety.

The Finnish Transport Safety Agency provides more detailed information about the requirements and other matters related rolling stock.

The Finnish Transport Agency shall approve any rolling stock that is used solely for track work. If the stock at any point is used as a train or for shunting, it shall be approved by the Finnish Transport Safety Agency.

20 level crossings on the line section Toijala–Valkeakoski have been equipped with level crossing warning devices. The traction units of rolling stock and track construction/maintenance machines on this line section shall use a portable

appliance in order to activate the warning devices. These appliances are available at Toijala station or railway yard. Instructions for this can be found on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[37].

RFID tags must be attached to all rolling stock.

The Finnish Transport Agency expects the KUPLA application supplied by the Finnish Transport Agency to be introduced in 2016 in all rolling stock operating in the state-owned railway network, as well as for shunting operations at single rail traffic operating points. Further information can be found in paragraph 3.3.3.4.

The regulations and guidelines for track construction and maintenance machines can be found in chapter 6 of **LIMO**[38] (technical regulations and guidelines for rolling stock).

2.8 Staff Acceptance Process

Personnel with tasks related to traffic safety shall meet the health, training and other qualification requirements laid down in Finnish legislation. Specific provisions on qualifications are laid down in the Act on Traffic Safety Tasks in the Railway System (hereinafter the Qualification Act) which entered into force on 1 January 2010. The Act 860/2012 of 1 January 2013 on Traffic Safety Tasks in the Railway System, as amended, amends the Qualification Act (**1664/2009**)[39]. The Qualification Act lays down provisions for the qualifications required for personnel performing traffic safety tasks which have a direct impact on traffic safety. Those performing these tasks shall also meet the Finnish Transport Safety Agency requirements concerning health, training and other qualifications. The qualification requirements vary depending on the tasks.

Three Government Decrees have been issued pursuant to the Qualification Act. These entered into force on 15 January 2013. The Government Decree **12/2013**[40] lays down provisions on the language skills required by personnel with traffic safety tasks in the railway system. Government Decree **13/2013**[41] applies e.g. to the requirements regarding educational institutes providing railway safety training, instructors and examiners of tests taken by drivers of rolling stock. Government Decree **11/2013**[42] applies to the qualification data of the traffic safety personnel to be entered into the railway system qualification register maintained by the Finnish Transport Safety Agency and into the supplementary certificate register of the traffic operator.

The Finnish Transport Safety Agency has issued more specific regulations pursuant to the Qualification Act. The regulation on training programmes for traffic safety tasks in the railway systems entered into force on 1 January 2011. Furthermore, the

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37 http://www2.liikennevirasto.fi/julkaisut/pdf4/paatos_2014_huomiolaitteiden_kayttoonotto_web.pdf

38 http://www.trafi.fi/filebank/a/1337751267/76847b3ff91e21745ca9ff5193d7c8e9/9723-Kumottu-LIMO_6.pdf

39 http://www.finlex.fi/fi/laki/alkup/2009/20091664

40 http://www.finlex.fi/fi/laki/alkup/2013/20130012

41 http://www.finlex.fi/fi/laki/alkup/2013/20130013

42 http://www.finlex.fi/fi/laki/alkup/2013/20130011

agency has issued regulations on the health requirements and health examinations for personnel with traffic safety tasks in the railway system. These regulations entered into force on 3 January 2011. The Finnish Transport Safety Agency has also issued a regulation, which entered into force on 15 May 2012, on the requirements regarding psychological aptitude and psychological personality assessments of personnel with traffic safety tasks in the railway system.

The amended Qualification Act and the Government Decrees and Regulations issued under the Qualification Act can be found (in Finnish) on the Finnish Transport Safety Agency's website **http://www.trafi.fi (Säädökset)**[43].

The Qualification Act does, however, not apply to any such tasks which only have an indirect impact on traffic safety in the railway system. Therefore, the Finnish Transport Agency has issued safety instructions for track maintenance, which entered into force on 16 April 2012, regarding the specific technical qualifications (other than traffic safety qualifications) required for e.g. track work. These instructions can be found in Finnish on the Finnish Transport Agency's website:
http://www.liikennevirasto.fi[44].

A safety certificate can only be granted or approved, if the rail operator has submitted information to the Finnish Transport Safety Agency on the qualifications of personnel or any other persons performing traffic safety tasks in the railway system and to the extent necessary, on a case-to-case basis, of the qualifications of persons handling the technical certificates for track maintenance. If necessary, the Finnish Transport Safety Agency may upon issuing the safety certificate examine in other ways and in more detail whether a person or persons employed by the railway traffic operator or otherwise connected to his or her operation meets the set qualifications.

Qualification requirements for operating in a restricted area (train driver qualification)

Restricted area refers to a private siding, connected to the state-owned railway network or to another private siding; and to/from which traffic is operated; or to an area of the state-owned railway network where a unit arriving from a private siding may operate within the framework of a transport agreement with the Finnish Transport Agency.

Successful completion of the training programme "Driver, shunting, restricted area" (Kuljettaja, vaihtotyö, rajoitettu alue) leads to the task-specific qualification to act as a train driver in a restricted area doing shunting operations and to act as the shunting foreman in the restricted area. Moreover, the training programme provides a task-specific qualification for traffic control, i.e. the person can establish a train path and authorize track use under the supervision of the traffic management operator.

[43] http://www.trafi.fi/rautatiet/saadokset

[44] http://www2.liikennevirasto.fi/julkaisut/pdf3/lo_2012-01_turo_web.pdf

3 Infrastructure

3.1 Introduction

The infrastructure refers to the state-owned railway network managed by the Finnish Transport Agency. The Finnish Transport Agency's infrastructure management comprises the construction and maintenance of tracks, structures and equipment connected with them, as well as of the immoveable property needed for infrastructure management and planning.

3.2 Extent of Network

3.2.1 Multi-Track Line Sections

3.2.1.1 Double-Track Line Sections

Leppävaara-Kirkkonummi
Huopalahti-Havukoski
Kokkola-Kannus
Kytömaa-Kyrölä
Purola-Riihimäki-Sääksjärvi
Kouvola-Juurikorpi
Pohjois-Louko-Seinäjoki asema-Ruha
Kytömaa-Hakosilta
Riihimäki asema-Luumäki
Tampere tavara-Lielahti
Tampere Järvensivu-Orivesi

3.2.1.2 Three-Track Line Sections

Kyrölä-Purola
Sääksjärvi-Tampere tavara

3.2.1.3 Four-Track Line Sections

Helsinki asema-Leppävaara
Helsinki asema-Kytömaa

3.2.2 Limits

The available network is presented graphically in Figure 3 and in Appendix 1.

The following line sections are closed to traffic:

- Aittaluoto-Parkano
- Kihniö–Haapamäki
- Pesiökylä–Taivalkoski
- Kolari–Äkäsjoki
- Niesa–Rautuvaara
- Kiukainen–Säkylä

- Isokylä–Kelloselkä
- Lautiosaari–Elijärvi
- Lohja–Lohjanjärvi
- Otava-Otavan satama
- Yläkoski-Iisvesi
- Rantasalmi-Savonlinna
- Vaasa-Vaskiluoto
- Seinäjoki-Kaskinen (line section to be assessed in 2015)

All changes will be published on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[45].

3.2.3 Connected Railway Networks

There is a rail connection from Finland to Sweden via Tornio. The main outlines of traffic operating on the Tornio–Haaparanta line section are presented in Appendix 3. The Swedish infrastructure manager is Trafikverket.

A rail connection exists from Finland to Russia via Vainikkala, Imatrankoski, Niirala and Vartius. Railway traffic between Finland and Russia is based on the Rail Traffic Agreement between Finland and Russia. VR Group Ltd has the exclusive right to operate railway transit traffic to and from Russia in the Finnish railway network, until the renewed agreement on transit traffic between Finland and Russia enters into force.

3.3 Network Description

3.3.1 Geographic Identification

3.3.1.1 Track Typologies

The network is presented in Figure 3 and in the Appendix 1.

3.3.1.2 Track Gauges

The nominal track gauge on the railway network is 1,524 mm. The speed-dependent limit values for the track gauge are indicated in the Finnish Transport Safety Agency's provision called "Rautatiejärjestelmän infrastruktuuriosajärjestelmä" (Trafi/18116/03.04.02.00/2012). The provision is available from the Finlex website, **http://www.finlex.fi**[46].

3.3.1.3 Stations and Nodes

The available traffic operating points (stations) are presented in Figure 4 and in Appendix 2.

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45 http://portal.liikennevirasto.fi/sivu/www/e/professionals/network_statement

46 http://www.finlex.fi/data/normit/35207-TRAFI_18116_03.04.02.00_2012_fi.pdf

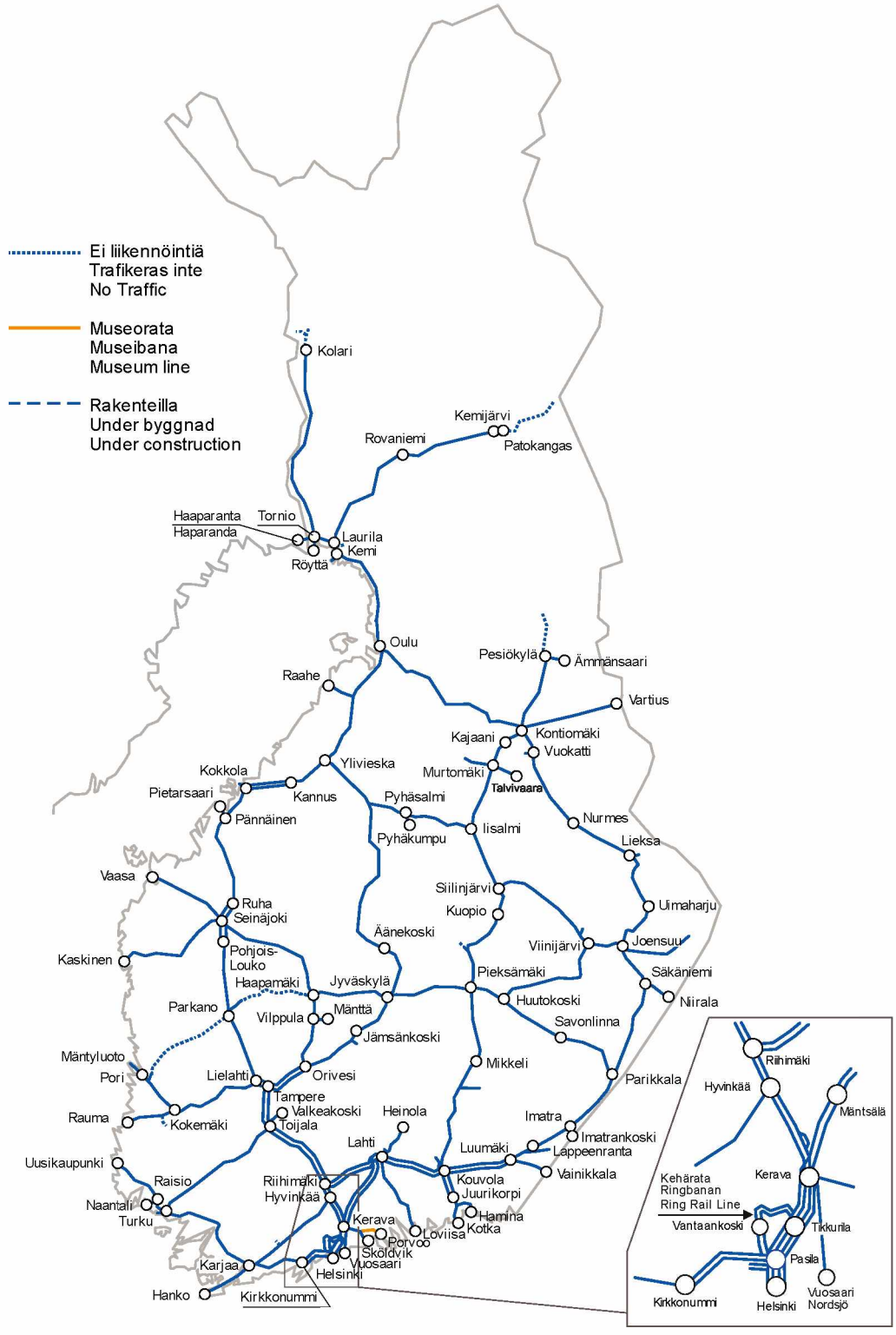

Figure 3. State-owned railway network at the beginning of timetable period 2016.

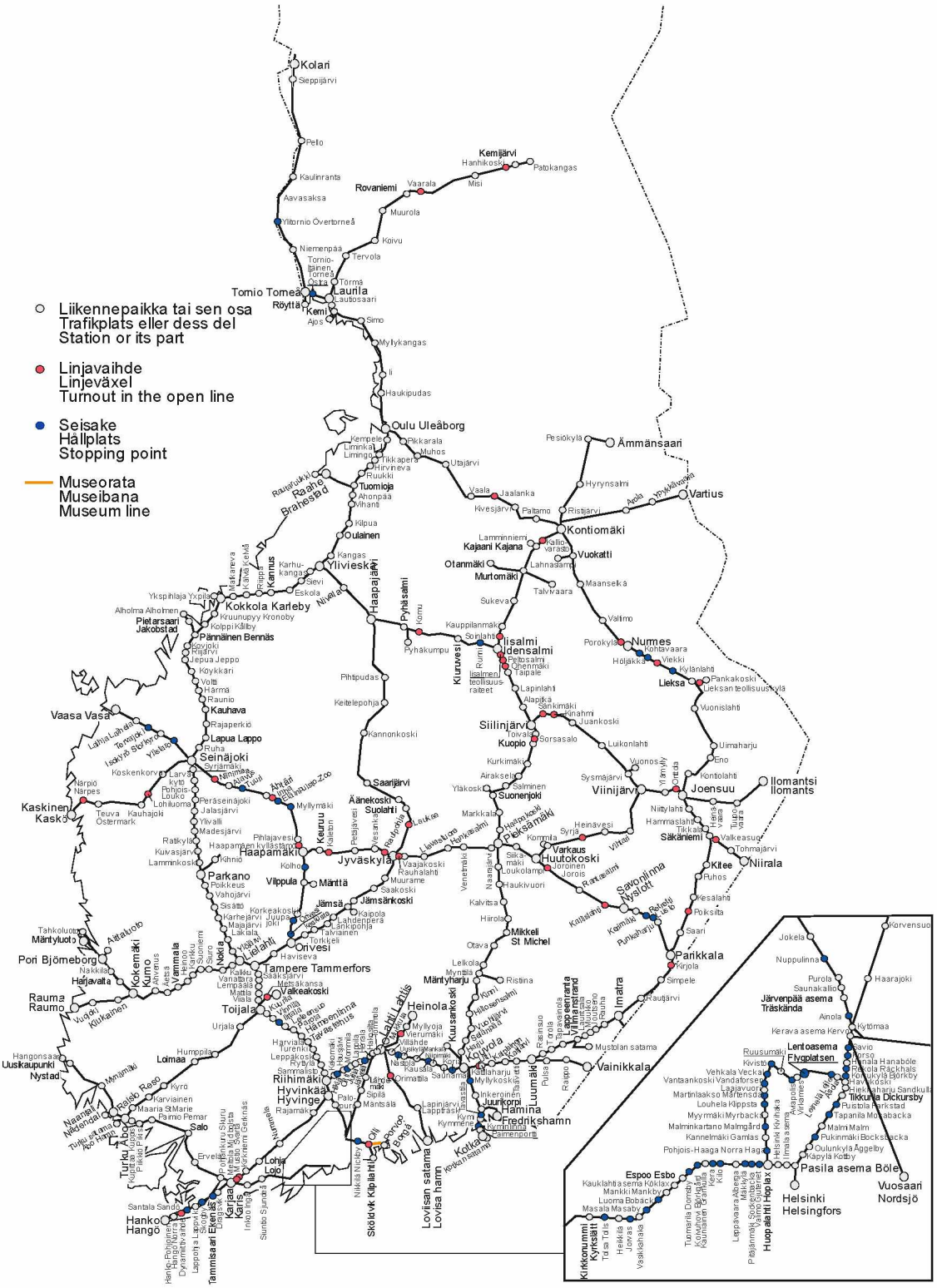

Figure 4. *Traffic operating points on the state-owned railway network at the beginning of timetable period 2016.*

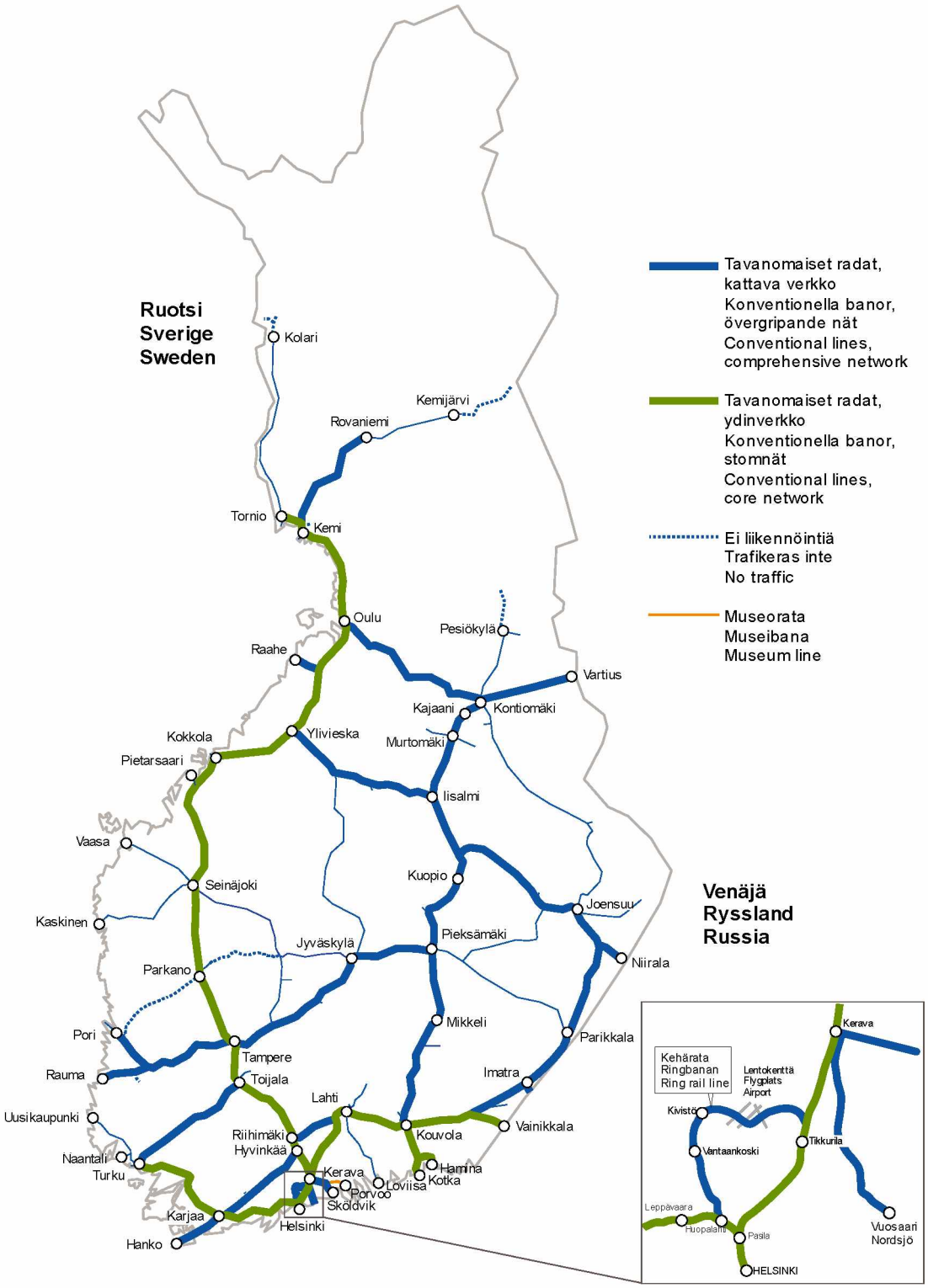

Figure 5. Trans-European railway network in Finland (The Finnish TEN network).

3.3.2 Capabilities

3.3.2.1 Loading Gauge and Structure Gauge

The loading gauge (KU) in Appendix 4, and the structure gauge (ATU) in Appendix 5, are used throughout the state-owned railway network. On private sidings, there may be both loading and structure gauge limitations, which railway undertakings shall clarify separately before carrying out transportation.

Further information on the vehicle gauge and the structure gauge of the track can be found in the Finnish Transport Safety Agency **regulation** (**Trafi/18116/03.04.02.00/2012**)[47] (Infrastructure subsystem of the conventional rail system). Further information on the track work gauge can be found in **TURO**[48] (safety instructions in track maintenance).

3.3.2.2 Weight Limits

Axle Loads

225 kN axle loads are permitted on most of the railway network. The maximum permitted axle loads per line section are indicated in Appendix 6. Appendix 16 specifies the axle loads and restrictions in connection with overweight loads and the wagons used in the eastern transit traffic.

Metre Loads

The permitted metre load of rolling stock throughout the state-owned railway network is 80 kN/m.

3.3.2.3 Line Gradients

The maximum gradient is 20 mm/m on the main lines and 22.5 mm/m on the secondary lines. The maximum gradient of line sections measured over a distance of 1,200 metres is presented in Appendix 1.

The gradient between the traffic operating points Leinelä and Kivistö on the Ring Rail Line is 40 mm/m.

3.3.2.4 Line Speeds

The maximum speed is 220 km/h for passenger trains and 120 km/h for freight trains. The maximum speed on tracks without ATP is 80 km/h. The speeds permitted for passenger and freight trains on the railway network are indicated in Appendix 6.

Areas where speed can be temporarily increased due to a steep gradient

A train with a maximum speed of 70 km/h is allowed to exceed its train-specific speed by 10 km/h in the following areas:

- Taavetin mäki in the direction Lä-Kvl: km 244.0-234.0

[47] http://www.finlex.fi/data/normit/35207-TRAFI_18116_03.04.02.00_2012_fi.pdf

[48] http://www2.liikennevirasto.fi/julkaisut/pdf3/lo_2012-01_turo_web.pdf

- Sitikkalan mäki in the direction Lä-Kvl: km 170.2-161.5
- Härmänmäki in the direction Aro-Kon: km 683.0-673.0

If in areas mentioned above (Taavetin mäki, Sitikkalan mäki and Härmänmäki) are temporary speed limits which are under 70 km/h, they must be obeyed.

3.3.2.5 Maximum Train Lengths

The maximum train length permitted on a line section shall be such that trains can also use secondary tracks at the traffic operating points. Trains need not, however, be capable of using all secondary tracks at all traffic operating points. The train lengths used for dimensioning line sections are 700, 750, 925 and 1100 metres. The longest secondary tracks at each traffic operating point are indicated in Appendix 2.

3.3.2.6 Power Supply

The nominal voltage of the electrification is 25 kV/50 Hz AC. On all electrified lines, power is taken from the contact line above the track. One or both of the running rails and return conductors form a return circuit. The neutral sections are adjacent to the feeding sections of the contact line feeder stations. Rolling stock cannot collect current from the neutral sections. The main switch of the electric locomotive or electric train unit must be opened at the neutral sections. The electric traction unit of the train is not allowed to stop at a neutral section.

The width of the pantograph head shall be 1,950 mm. The maximum stagger of the contact wire is 400 mm. The contact wire height can vary from 5,600 to 6,500 mm. Therefore a current collector in an elevated position must be operational within the range 5,600–6,600 mm. The nominal height of contact wire is 6,150 mm. The electrified line sections are indicated in Appendix 7.

The maximum current supply capacity of the overhead line for electrically hauled stock is 350-800 A. The available current is affected by the number and position of stock using electric power at the same time in the power supply area.

For fixed installations, electrification is described in part 5 "**Sähköistetty rata**"[49] (Electrified railway) of the Ratatekniset ohjeet (RATO) publication.

The provision is available in the Finlex website **http://www.finlex.fi**[50] and in section 21 'Rolling Stock' of the Finnish Transport Agency's publication 'Ratatekniset ohjeet' **(RATO)**[51].

All new electric traction stock acquired after 2012 shall be equipped with an energy measurement system compliant with the requirements for billing according to standard EN 50463 (2012). For example, UTILTS or MSCONS messages can be used for transferring data to the Finnish Transport Agency's asset-liability management system.

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[49] http://www2.liikennevirasto.fi/julkaisut/pdf4/rato_5_sahkoistetty_rata.pdf

[50] http://www.finlex.fi/fi/viranomaiset/normi/499001/35169

[51] http://www2.liikennevirasto.fi/julkaisut/pdf3/lo_2012-21_rato_21_web.pdf

3.3.3 Traffic Control and Communications Systems

3.3.3.1 Signalling Systems

The signalling systems in use are indicated in Appendix 1 and graphically in Appendix 8.

A line with section block is a line divided into block sections. Only one train may be in a block section at a time. Issues related to section blocks are presented in the Finnish Transport Safety Agency's provision called "Määräys ohjaus-, hallinta- ja merkinanto-osajärjestelmästä" as well as in RATO publication, part 6 **"Turvalaitteet"**[52] (Signalling systems). The provision is available from the Finlex website **http://www.finlex.fi**[53].

Combined-aspect signals refer to the signals for railway traffic control developed by the Finnish Transport Agency. These signals may be used to replace older signals in the railway network. Combined-aspect signals have been introduced on some line sections and traffic operating points in the state-owned railway network. A map of the combined-aspect signals can be found in Appendix 8.

3.3.3.2 Rolling Stock Monitoring Equipment

Hot box detectors have been placed on the railway network at approx. 50 km intervals. The distance can be greater on line sections on which the maximum speed is less than 160 km/h. The devices are installed on the track and to ensure that they function as intended, the axle-box cases of the rolling stock must be positioned so that their lower surface is within the range of the detector. The alarms given by the system are forwarded to the traffic control of the railway line section in question as well as to the Finnish Transport Agency's Technical Control Centre.

The wheel force measuring stations are so closely spaced that the rolling stock will cross a measuring station at least once on its normal route. The devices measure the static and dynamic load impact of the wheelset on the rail. Based on these measuring results, excess weight, uneven loading and certain defects in the wheel tread can be detected. The devices are installed in the track. Device alarms caused by critical wheel defects are forwarded to the traffic control of the railway line section in question. Alarms caused by uneven loading are forwarded to the Finnish Transport Agency's Rail Traffic Management Centre.

The camera systems for monitoring the condition of contact strips in pantographs on electric traction units have mainly been installed on road bridges overpassing the track. The monitoring points are placed so that they photograph the active pantographs approaching the measuring station. The photos are analysed automatically or manually. Defective pantographs are reported to the company operating the rolling stock.

Rolling stock equipped with radio frequency identifiers (RFID), which are interoperable with the Finnish Transport Agency's system, enables prompt allocation of the information to the correct rolling stock unit and its maintenance manager. The

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[52] http://www2.liikennevirasto.fi/julkaisut/pdf3/2012_rato6_en_web.pdf

[53] http://www.finlex.fi/data/normit/41500-TRAFI_22096_03.04.02.00_2012_Fi.pdf

interoperability requirements are specified in the Finnish Transport Agency's publication **RATO 21 Liikkuva kalusto**[54].

A map of the location of the hot box detectors is presented in Appendix 17.

The Finnish Transport Agency's Technical Control Centre monitors and maintains the network of control devices. The control centre uses the VALTSU system to collect all measuring data produced by the control devices, adding it to the available RFID reading and forwarding this information to all concerned parties. More information about the Technical Control Centre can be found in paragraph 3.8.7.

3.3.3.3 Traffic Control Systems

The line sections equipped with an automated traffic control system are indicated in Appendix 1 and in Appendix 8. The following automated traffic control systems are in use: centralised traffic control (CTC) and radio control. On the CTC- and radio-controlled lines, all routes are equipped with the remote control of turnouts and routes. On secondary, loading and storage sidings of these line sections, however, local route setting may also be necessary. On radio-controlled lines, routes shall be set locally if it is necessary to operate on secondary, loading or storage sidings.

Permission to depart is given either verbally or as a flash message to trains equipped with ATC on radio-controlled line sections. The permission to depart is sent to the locomotive driver's GSM or GSM-R phone.

3.3.3.4 Communications Systems

RAILI-Network (GSM-R)

Traffic control, railway undertakings and contractors must use the RAILI network as their primary communications channel. Its key element is a GSM-R radio network, which complies with the technical railway interoperability specifications of the European Union. The GSM-R radio network will cover most of the state-owned railway network. Some track sections will remain outside the RAILI network. Detailed quality information can be found in the map of the RAILI network design standards and Appendix 15 network). More information can be found on the Finnish Transport Agency's website at **http://www.liikennevirasto.fi**[55].

If the RAILI network cannot be used for technical reasons or due to a poor GSM-R radio network reception, the parties must use other available phone or mobile phone networks. The traffic control, and also train drivers, shunting managers and persons responsible for the track work must be informed of any faults preventing or hindering the use of RAILI network, and alternative contact information in accordance with the communications instructions.

In accordance with section 84 in the Railway Act, the RAILI Network may only be used for traffic safety communication. The Finnish Transport Agency makes sure that the railway traffic communication, the information generated by the safety equipment

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54 http://www2.liikennevirasto.fi/julkaisut/pdf3/lo_2012-21_rato_21_web.pdf

55 http://portal.liikennevirasto.fi/sivu/www/f/ammattiliikenteen_palvelut/rataverkolla_liikennointi/gsm_r_verkko

and all other information necessary for incident and accident investigations is recorded and stored so that it is protected against unlawful interference. The information must be destroyed as soon as it has served its purpose and is no longer required. The competent authority uses the recordings for accident and incident investigations.

The Finnish Transport Safety Agency sets regulations on, for example, traffic operation, track work and communications. The valid regulations can be obtained at the Finlex website **http://www.finlex.fi**[56].

The Finnish Transport Agency provides working instructions that deal with traffic control, traffic operation, track work and communications, and complement the regulations. The valid **working instructions**[57] can be obtained at the Finnish Transport Agency's website. Contact information for traffic control can be obtained at the Finnish Transport Agency **Extranet site**[58].

Information of abnormal events or situations will be provided via the Advance Information System (ETJ), maintained by the Finnish Transport Agency, and through notifications given by the traffic control. Drivers and persons responsible for the track work must have knowledge of the advance plans that are valid for the duration of the work/journey and in the working area/track sections of the journey. They must also have the contact information for the traffic control.

Companies operating in the railway network shall enter a RAILI agreement with the Finnish Transport Agency, before taking the RAILI network into use. More information about this can be found in paragraph 2.3.3 and on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[59].

Use of the RAILI network is free of charge for customers with a RAILI agreement, with the exception of shunting communication. Calls made from the RAILI network to another network are also chargeable.

In 2017, Finland is likely to introduce Finland's Public Authority Network VIRVE. The Finnish Government will decide on this in spring 2015. The transition period is planned to begin already during the timetable period 2016. Information about possible changes in the use of the RAILI network will be updated in the Network statement and on the Finnish Transport Agency's website. RAILI network users will also be informed.

Train drivers' data terminal equipment application (KUPLA)

The Finnish Transport Agency expects the KUPLA application supplied by the Finnish Transport Agency to be introduced in 2016 in all rolling stock in the railway network, also for shunting operations at single rail traffic operating points. For the time being, this requirement does not apply to infrastructure management units only used on sections reserved for track work. Railway operators are fully responsible for the

[56] http://www.finlex.fi/fi/viranomaiset/normi/499001/?_offset=0&_max=49

[57] http://portal.liikennevirasto.fi/sivu/www/f/urakoitsijat_suunnittelijat/vaylanpidon_ohjeet

[58] http://portal.liikennevirasto.fi/sivu/www/f/urakoitsijat_suunnittelijat/konsulteille/Extranet

[59] http://portal.liikennevirasto.fi/sivu/www/f/ammattiliikenteen_palvelut/rataverkolla_liikennointi/gsm_r_verkko

acquisition and operating costs of the terminal device in which the train drivers' terminal application is installed. KUPLA application requires a Windows touch-screen tablet (Windows 8.1 or a more recent version) with a GPS function and a GSM-based commercial internet connection. More detailed instructions and the technical specifications required to use the KUPLA application are available on the Finnish Transport Agency's website. The Finnish Transport Agency cooperates with the railway operators to further develop the functions of the KUPLA application. The Finnish Transport Agency uses the positioning data of the device in their traffic management systems, but the data is not disclosed to a third party, unless otherwise provided by law.

3.3.3.5 Other Systems

Many of the larger stations have camera surveillance. The system allows traffic controllers to monitor the movement of trains and the Information Centre to observe the movement of passengers on platforms as well as the technical functioning of the information equipment. The Security Control Centre is able to monitor passenger safety and control vandalism. The Technical Control Centre and property maintenance can use the system to check on the tidiness of platform areas and spot any need for technical maintenance work.

3.3.3.6 ATP Systems

Automatic train protection (ATP) is a system that controls the speed of a train.

Locomotives operating in the state-owned railway network must be fitted with an automatic train protection system (ATP) according to class B in the Finnish system (ATP-VR/RHK), or equipped with the European Train Control System in conjunction with legacy ATPs through a specific transmission module (ETCS + STM). Information about the availability and terms of delivery of ATP equipment is given by **Bombardier Transportation Finland Oy**[60]. Information regarding the conjunction ETCS+STM is provided by both Bombardier Transportation Finland Oy and **Ansaldo STS Finland Oy**[61].

ATP locomotive equipment must be used in train traffic or, if operating without ATP locomotive equipment, an exceptional permit as referred to in section 76 of the Railway Act **(304/2011)**[62] is compulsory. The Finnish Transport Safety Agency may grant an exceptional permit provided that it does not endanger the safety of the rail system. In cases concerning the use of ATP locomotive equipment, a fixed-term exceptional permit may be granted if the case involves a need for exceptional and temporary train operation or if ATP locomotive equipment or spare parts are not available. An exceptional permit may not be granted for a train unit or locomotive which is used in passenger or commercial freight traffic, when it is not directly connected with infrastructure management. ATP locomotive equipment is not required in stock that is used for shunting only.

The Museum Train Traffic Regulation (RVI/295/411/2008) has been repealed and replaced by the Finnish Transport Safety Agency's regulation on traffic operation and

[60] http://www.bombardier.com/

[61] http://www.ansaldo-sts.com/en/about-us/ansaldo-around-world/our-companies/ansaldo-sts-finland

[62] http://www.finlex.fi/fi/laki/ajantasa/2011/20110304

management **"Käyttötoiminta ja liikenteen hallinta (TRAFI/22100/03.04.02.00/2012)**[63]. The new regulation does not cover all aspects of museum traffic, so museum traffic operators should among other things check the Finnish Transport Safety Agency's instructions on ATP systems. Updated instructions are also changed in the Network statement as required. Updates are posted on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[64].

Please contact the Finnish Transport Safety Agency for more information about ATP systems and operations and for instructions about museum traffic. The Finnish Transport Safety Agency's regulations can be found on the website **http://www.trafi.fi**[65].

3.4 Traffic Restrictions

3.4.1 Specialised Infrastructure Capacity

The Finnish Transport Agency may designate a train path or a part of it as specialised infrastructure capacity, if there are sufficiently alternative routes for other traffic. Specialised infrastructure capacity refers to a train path or a part of it on which priority is given to the type of traffic for which the infrastructure is specialised. The Finnish train paths with specialised infrastructure capacity are: Helsinki–Kerava easternmost track and eastern middle track, Helsinki–Leppävaara southernmost track and southern middle track and both tracks between Huopalahti and Havukoski. These urban tracks are reserved for Helsinki Area commuter traffic. It is not allowed to operate passenger trains between Kerava and Vuosaari and freight trains between Havukoski and Huopalahti.

3.4.2 Environmental Restrictions

When registering rolling stock, the Finnish Transport Safety Agency's regulations and instructions are applied. The regulations set out general and special requirements for rolling stock concerning noise, vibration, electromagnetic interferences, emissions, substances hazardous to the environment and the use of recycled construction materials. For more information, go to the Finnish Transport Safety Agency's website **http://www.trafi.fi**[66].

Vibration-related speed restrictions are imposed on parts of the railway line on seventeen line sections throughout Finland. The restrictions mainly apply to over 3,000 ton gross weight heavy trains. More information can be found in Appendix 9.

3.4.3 Dangerous Goods

3.4.3.1 Carriage by rail of dangerous goods

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[63] http://www.finlex.fi/data/normit/41501-TRAFI_22100_03.04.02.00_2012_Fi.pdf

[64] http://portal.liikennevirasto.fi/sivu/www/e/professionals/network_statement

[65] http://www.trafi.fi/rautatiet/saadokset/kansalliset_maaraykset

[66] http://www.trafi.fi/rautatiet/saadokset/kansalliset_maaraykset

Safe transport and handling of goods classified as dangerous can only be achieved if all parties involved have a consistent understanding of the hazardous nature of the goods to be transported. Both national and international regulations have been issued in order to prevent damages and to alleviate the consequences of possible damages caused by the carriage of dangerous goods. In Finland two international regulations are applied, depending on the destination of the wagon (east or west).

No absolute restrictions have been imposed on the transport of dangerous goods if carried out according to the regulations. It is recommended that wagons loaded with dangerous goods should not be parked in densely populated or groundwater areas. The transport of dangerous goods on tracks with spike fastening or laid with less than 43 kg rails shall be avoided.

It is prescribed by Government decree that railway undertakings shall carry out a safety analysis for railway yards through which considerable quantities of dangerous goods are carried. The decree defines, for example, the following: The Finnish Transport Safety Agency defines those railway yards for which the safety analysis must be carried out. The Finnish Transport Agency organises co-operation between railway companies in order to carry out the safety analysis. The safety analysis shall be submitted to the local rescue and environmental authorities for an opinion. The safety analysis shall be submitted to the Finnish Transport Agency, which delivers it further for approval to the Finnish Transport Safety Agency.

Statutes on transport of dangerous goods by rail can be found on the website of the Finnish Ministry of Transport and Communications **http://www.lvm.fi**[67].

The instruction for drawing up safety reports and rescue plans for chemical hazards on marshalling yards can be found on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[68].

3.4.3.2 Westbound and Domestic Traffic

Finland has signed the intergovernmental OTIF Convention (SopS 52/2006), which regulates international rail traffic.

Appendix C of the OTIF Convention lays down the provisions on the carriage by rail of dangerous goods (RID). As they stand, the RID regulations govern the international rail transportation of dangerous goods within the territories of member states that have acceded to the OTIF Convention. Rail transport of dangerous goods within Finland is subject to the national statutes which enforce the directive on the inland transport of dangerous goods **(2008/68/EC)**[69] in Finland.

The Finnish national regulations on frostproof structural material used for tank wagons, tank containers and plastic receptacles are more rigid than the RID regulations. In domestic traffic the required cold resistance level for these packages and tanks is -40 °C (RID: -20 °C). The decree of the Ministry of Transport and Communications also takes into account the requirements of the VOC directive

[67] http://www.lvm.fi/vak/saadokset

[68] http://www2.liikennevirasto.fi/julkaisut/pdf4/ohje_kemikaaliratapihan_turvallisuusselvityksen.pdf

[69] http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:02008L0068-20130515&from=EN

(94/63/EC)[70] concerning the recovery of vapours from petrol in connection with rail transport.

3.4.3.3 Eastbound Traffic

The regulations on the transport of dangerous goods in railway transit traffic between Finland and Russia in Appendix No. 8 of the transport tariff of the Convention on the Railway Transit Traffic between Finland and the Soviet Union (Treaty Series of the Statute Book of Finland 1/1948) are applied in the transport of dangerous goods by rail between Finland and Russia as well as via Russia to the CSTO nations and from these to Finland. Transports in eastbound traffic shall take place with railway wagons registered in Russia or in another CSTO nation. This agreement is still applied, even though the agreement in question is no longer in force. More information concerning international railway agreements can be found from the Finnish Transport Safety Agency's website on http://www.trafi.fi[71].

An agreement between Finland and Russia on transport of dangerous goods by rail can be found from the Finnish Transport Safety Agency's website http://www.trafi.fi[72].

3.4.4 Tunnel Restrictions

There are tunnel restrictions on the Helsinki–Turku and Orivesi-Jyväskylä line sections. The restrictions are indicated in Appendix 11.

Only freight trains and rolling stock required in track work are allowed to operate in tunnels on the Vuosaari line. It is forbidden to take passengers through the tunnels on the Vuosaari line. Only electric freight traffic is allowed. Individual diesel locomotive transfers are permitted.

In the Vuosaari tunnel the locomotive and track work machinery must be equipped with an oxygen apparatus.

Only passenger trains and rolling stock intended for track work are allowed to operate between Huopalahti and Havukoski. Passenger traffic between the traffic operating points Leinelä and Kivistö is only allowed when electric traction units are used. Individual diesel locomotive transfers are permitted.

3.4.5 Bridge Restrictions

Bridge restrictions are described in Appendix 12.

3.4.6 Overweight Load Transport

Details concerning the axle loads and restrictions applicable to the carriage of overweight loads and wagons used in the eastern transit traffic can be found from the Appendix 16.

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[70] http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31994L0063:EN:HTML

[71] http://www.trafi.fi/rautatiet/saadokset/kansainvaliset_sopimukset

[72] http://www.trafi.fi/tietopalvelut/vaaralliset_aineet/rautatiekuljetukset

3.5 Availability of the Infrastructure

The restrictions affecting traffic are presented in appendices 9, 10, 11, 12 and in the JETI system (the system for advance information on train traffic). Track work causing traffic restrictions is presented in Appendix 13.

The substations of the electrified line sections have a limited capacity for supplying power to the contact line. The power supply will shut down automatically in overload situations, which will cause a temporary power failure in the contact line.

3.6 Passenger Stations

The lengths of passenger platforms (shortest/longest) are indicated in Appendix 2. Platforms not maintained by the Finnish Transport Agency are indicated in brackets.

3.7 Freight Terminals

Loading possibilities are indicated in Appendix 2. K means "yes" and Y "private". For loading platforms, the register lists their available length.

Private siding connections at traffic operating points are indicated by the marking "Private sidings" in Appendix 2.

3.8 Service Facilities

3.8.1 Train Formation Yards

Train formation yards are railway yards in which the layout and size of the track system make it possible to form trains. The train formation yards are indicated by the marking "K" in column "Shunting" in Appendix 2. More information about train formation yards in paragraph 5.2.

3.8.2 Storage Sidings

Storage sidings are yard tracks primarily intended for the parking of wagons and coaches waiting for a transport task. Wagons can only be stored temporarily on these tracks. More information about storage sidings in paragraph 5.2.

3.8.3 Maintenance and Service Facilities

The use of maintenance and service facilities requires an agreement with their owner.

3.8.4 Refuelling Facilities

The Appendix 2 shows the refuelling facilities on traffic operating points. More information in paragraph 5.3.4.

3.8.5 Technical Equipment

Appendix 2 shows the cranes located at traffic operating points. More information in paragraph 5.3.5.

3.8.6 Security Control Centre

The Security Control Centre begins operations in Pasila on 1 January 2015. The camera surveillance of bus terminals and railway stations in the Helsinki region commuter traffic will gradually be transferred to the Security Control Centre. The Security Control Centre will act as the operations and control centre for security guard services. The Security Control Centre will collaborate with the cities of Vantaa, Helsinki and Espoo and with HRT (Helsinki Region Transport) and HKL (Helsinki City Transport).

The Security Control Centre is mainly responsible for improving personal security in railway stations and platforms and for protection against vandalism of railway infrastructure. The Security Control Centre monitors situations, receives reports and creates a situation picture, as well as guides security officers, security guards or authorities to the location where help is required. The operative work in the field is led from the Security Control Centre.

The Security Control Centre's duties include receiving and forwarding reports from alarm devices, personal safety devices, fire alarms and HVAC systems, as well as other related activities. The Security Control Centre gives emergency alerts to the stations in the commuter area.

3.8.7 Technical Control Centre

The Technical Control Centre begins operations in Pasila on 1 January 2015. The Ring Rail Line tunnel and facilities management systems are monitored from the Technical Control Centre. At a later stage the monitoring of the tunnel and facilities management systems of the Vuosaari line section will also be transferred to the Technical Control Centre.

The Technical Control Centre has two main duties: The first is to monitor the tunnel and building automation system and to take the required action in both normal and exceptional situations. The alarms activated by the systems in exceptional situations are on a case-to-case basis forwarded to different partners, for example the fire and rescue authority, the police, system managers, traffic operators, the Security Control Centre and operations centre.

The second duty is to monitor and analyse rolling stock monitoring systems and take the required action based on the analysis. Rolling stock monitoring refers to monitoring of the properties of tractive stock, wagons and trains which have a direct or indirect interface with the traditional railway infrastructure. Geographically, the rolling stock monitoring systems are located throughout the railway network.

3.9 Infrastructure Development

The development plans for the railway network are presented in **the Finnish Transport Agency's Action and Financial Plan** [73] for the years 2015–2018, published in November 2013.

In 2016, five development projects are underway in the railway network

- Ostrobothnian rail line, project to be completed in 2017
- Western track in Central Pasila: to be built at the same time as the first new block to be built in Central Pasila. The track will be opened to traffic by 2020.
- Riihimäki track triangle, to be completed 2015–2016
- Capacity improvement on Helsinki–Riihimäki line section, 1st phase to be completed 2015–2019
- Electrification of the line section Pännäinen–Pietarsaari–Alholma, to be completed 2015–2017

In 2016, three projects in the Transport Policy Report will be implemented with funding for the basic transport infrastructure management:

- Development of the traffic control system
- Improvement of timber terminals

Repairs of areas with ground frost damage and soft soils in the main railway network.

73 http://portal.liikennevirasto.fi/portal/page/portal/f/liikennevirasto/tapamme_toimia/sunnittelu_seuranta/Liikenneviraston_TTS_2015_-_2018.pdf

4 Capacity Allocation

4.1 Introduction

The legal framework of capacity allocation is described in the **Directive 2012/34/EU**[74] of the European Parliament and of the Council on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (hereinafter referred to as the "Capacity and Infrastructure Charge Directive"), but also Railway Act **(304/2011)**[75] and in the Government Decree on the Timetable Period in Railway Traffic and Applying for Infrastructure Capacity **(413/2011)**[76].

4.2 Description of Process

Capacity for operating regular train services on the state-owned railway network shall be requested from the Finnish Transport Agency for each timetable period within the time defined. Capacity for regular train services can also be requested during the timetable period. The schedule for train path requests and for allocation is shown in a diagrammatic form in Figure 6. It is also possible to make *ad hoc* requests for capacity for other than regular traffic.

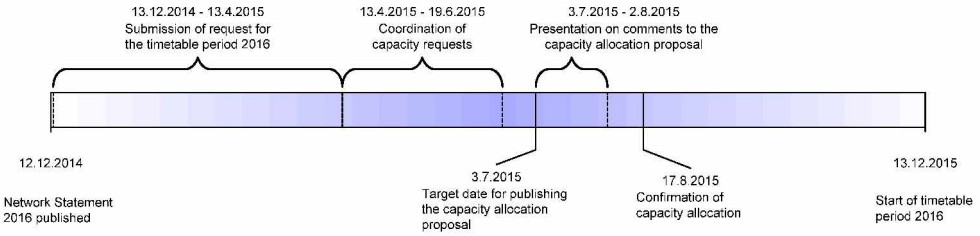

Figure 6. Diagrammatic presentation of the schedule for train path requests and for allocation process.

Requesting rail capacity

The principles of capacity requests are described in the Railway Act **(304/2011)**[77] and in the Government Decree on the Timetable Period in Railway Traffic and Applying for Infrastructure Capacity **(413/2011)**[78]. In order to specify the Act and Decree, the Finnish Transport Agency has drawn up an instruction for requesting rail capacity, available at the Finnish Transport Agency's unit Railway Network Usage.
The same information is available also on the Finnish Transport Agency's website at **http://www.liikennevirasto.fi**[79].

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74 http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2012:343:0032:0077:EN:PDF

75 http://www.finlex.fi/fi/laki/ajantasa/2011/20110304

76 http://www.finlex.fi/fi/laki/alkup/2011/20110413

77 http://www.finlex.fi/fi/laki/ajantasa/2011/20110304

78 http://www.finlex.fi/fi/laki/alkup/2011/20110413

79 http://portal.liikennevirasto.fi/sivu/www/f/ammattiliikenteen_palvelut/rataverkolla_liikennointi/ratakapasiteetin_hallinta/liike

Requests for rail capacity for regular services and for ad hoc capacity as well as for alterations to the regular services are to be submitted in the **LIIKE**[80] information system. In addition, a separate report of the operational requirements concerning the use of the freight yards when requesting rail capacity for regular services for the timetable period shall be submitted to the Finnish Transport Agency's registry office.

Apart from the LIIKE system, data on rail capacity (=trains) can be generated via the interface specified by the Finnish Transport Agency. The Finnish Transport Agency will provide further information on the requirements for and access to the interface. For example, the Finland version of the Viriato timetable planning software meets the relevant interface requirements. It is possible to link timetables produced using the software to a rail capacity application generated in the LIIKE information system.

In order to ensure that the timetabling of trains in connection with rail capacity applications is harmonised, all rail capacity applicants must use the background information for timetable planning supplied and maintained by the Finnish Transport Agency. Up-to-date data is available on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[81]. Rail capacity applicants are obliged to check and consider the updated track work list on the Finnish Transport Agency's website when requesting rail capacity (further information about track work in chapter 4.5).

Requesting rail capacity for shunting operations

Rail capacity for shunting operations between traffic operating points and between parts of divided traffic operating points is requested in the LIIKE system. The above mentioned distances between traffic operating points and the sections of the railway yards are specified in the instructions for requesting and allocating rail capacity.

Shunting operations performed at the freight yards of traffic operating points are separately agreed upon in the railway yard agreement. The main order of priority for the traffic at the traffic operating point is the following:

1. Train traffic (passenger, freight, including border traffic and track work units using the line)
2. Shunting operations between traffic operating points
3. Traffic between different parts of the traffic operating point due to shunting operations
4. Wagon sorting operations (formation/splitting-up of trains)
5. Moving of rolling stock to holding siding.

Developing the process of requesting rail capacity

In 2015, the Finnish Transport Agency will develop an operations model where the applicants in connection with their annual requests for rail capacity also report their requirements concerning the railway yards (required time, operational requirements e.g. marshalling and storage). The operations model is piloted in connection with the requests for annual rail capacity for the timetable period 2016. The operations model will be further expanded to include requests for rail capacity for regular services in the

[80] http://portal.liikennevirasto.fi/sivu/www/f/ammattiliikenteen_palvelut/rataverkolla_liikennointi/ratakapasiteetin_hallinta/liike

[81] http://portal.liikennevirasto.fi/sivu/www/f/urakoitsijat_suunnittelijat/konsulteille/Extranet

timetable period 2017. More information can be obtained from the Finnish Transport Agency's unit Railway Network Usage.

4.3 Schedule for Train Path Requests and Allocation Capacity Requests

4.3.1 Schedule for Working Timetable

The timetable period in railway traffic starts annually at the second weekend of December, at 00.00 hrs on the night between Saturday and Sunday, and ends at the corresponding time the following year. The timetable period 2016 will start on 12.12.2015 and end on 10.12.2016. Correspondingly, the timetable period 2017 will start on 11.12.2016 and end on 9.12.2017. Applicants for capacity shall request capacity no earlier than 12 and no later than 8 months ahead of the timetable period. One request may include all the changes in traffic to be made during the timetable period. In order to attain a well-functioning timetable structure, the Finnish Transport Agency initiates the coordination procedure 11 months before the timetable period begins. Applicants for rail capacity are expected to prepare for the negotiations by listing the new and changed traffic requirements, as compared to the now valid timetable structure.

Decisions on the allocation of capacity for regular services may be changed for the rest of the timetable period during the timetable period concerned at specified dates, provided that these changes do not affect the capacity allocated to other railway undertakings or to international traffic within the European Economic Area. The change dates are the following: at the beginning of the timetable period, between Saturday and Sunday at 00:00 hours and the third weekend of June between Sunday and Monday at 00:00 hours. In addition to the above dates, the Finnish Transport Agency may for special reasons decide on other dates on which changes can take place. The preliminary dates on which changes can take place during the timetable period 2016 are the following:

13.12.2015
27.3.2016
20.6.2016
15.8.2016
30.10.2016

The Finnish Transport Agency shall inform all railway undertakings of possible new dates on which the capacity for regular services may be changed. The decision on the dates for applying changes will also be published in the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[82].

[82] http://portal.liikennevirasto.fi/sivu/www/f/ammattiliikenteen_palvelut/rataverkolla_liikennointi/liikennesuunnittelu/muutokset_saannolliseen

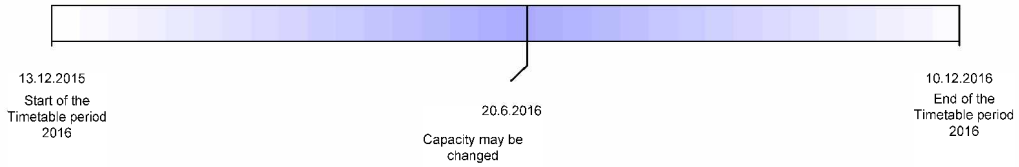

Figure 7. Dates on which the capacity for regular services may be changed during the timetable period 2016.

Requests for changing rail capacity allocated for regular services must be submitted no later than four weeks before the date on which the change shall take effect. When the date on which the changes may take effect, is Sunday or a public holiday, the request shall be made on the first weekday. The application for the first change of the timetable period must be submitted already six weeks in advance, when the track order is determined for the first time. The applicant shall have made allowance for track work affecting traffic no later than in the application for changes in the rail capacity allocated for regular services.

4.3.2 Requesting Rail Capacity for Temporary Traffic

Applicants for rail capacity may request capacity from the Finnish Transport Agency regardless of the prescribed period if they urgently need capacity for one or more provisional train paths. Ad hoc capacity requests for the time period between the change dates can be made after the rail capacity application period has ended. Rail capacity for museum traffic can be applied no earlier than four months before the scheduled departure. It is however recommended that applications for ad hoc capacity are submitted no earlier than two months before the traffic operations; otherwise the rail capacity may have to be withdrawn due to track work specifications. An applicant, who despite of this requests rail capacity earlier than two months before the traffic operations, is under the obligation to make sure that the requested rail capacity does not conflict with the specified track work reservation. The Finnish Transport Agency will announce its decision concerning the capacity request within five working days of receiving the application. The more detailed application instructions can be found on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[83].

4.4 Allocation Process

4.4.1 Coordination Process

Based on the applications, the Finnish Transport Agency's Traffic Services Department draws up the rail capacity allocation proposal (called "draft working timetable" in the Railway Act) for the next timetable period no later than four months after the deadline for the submission of requests for capacity. It has, however, been agreed by European railway infrastructure managers that no more than 2.5 months shall be used for the coordination of requests. The rail capacity allocation proposal

83 http://portal.liikennevirasto.fi/sivu/www/f/ammattiliikenteen_palvelut/rataverkolla_liikennointi/ratakapasiteetin_hallinta/liike

contains information on the rail capacity that the Finnish Transport Agency proposes to allocate to an applicant only to such an extent and with such restrictions as is necessary for implementing traffic control for the use of this capacity.

The rail capacity allocation proposal is primarily based on the assumption that the requested rail capacity will be allocated, provided that the different train paths enable railway traffic to be operated in accordance with the technical and safety requirements. In order to improve the use of rail capacity, the Finnish Transport Agency may, however, offer applicant's capacity that does not essentially differ from the capacity they have requested. The Finnish Transport Agency may also decide not to allocate capacity, provided that reserve capacity is needed for the timetable period as a result of the priority order applied to railway traffic.

The Finnish Transport Agency sends the rail capacity allocation proposal to applicants for information within the prescribed period of time and gives them the opportunity to comment. Comments shall be presented within 30 days after receipt of the capacity allocation proposal, i.e. as soon as the rail capacity allocation proposal has been published in the LIIKE system. Customers purchasing freight transport services and associations representing purchasers of rail transport services also have the right to present comments on the capacity allocation proposal within 30 days, counted from the date on which the Finnish Transport Agency publishes an announcement on its website that the capacity allocation proposal has been prepared.

Coordination for the timetable period

If several applicants apply for the same rail capacity or the requested rail capacity affects the capacity requested by another applicant, the Finnish Transport Agency will attempt to arbitrate between the applicants' requests. Applicants must be prepared to participate in settlement negotiations. The aim is to organise the negotiations by the beginning of June, i.e. approximately two months after the application deadline for the timetable period. Conflicting requests are discussed in the negotiations, with the goal to reach a solution satisfactory to all parties.

If the coordination of the rail capacity applications has failed to result in a settlement among applicants, the Finnish Transport Agency will determine the order of priority in each individual case on the grounds laid down in the Railway Act. The Finnish Transport Agency shall decide on an individual priority order no later than ten days after final settlement.
The Finnish Transport Agency will send the rail capacity allocation proposal to the applicants within the prescribed period of time. The capacity allocation proposal will be published on the Finnish Transport Agency's website.

The Finnish Transport Agency sends the capacity allocation proposal to applicants for information within the prescribed period of time and gives them the opportunity to comment. Comments shall be presented within 30 days after receipt of the capacity allocation proposal, i.e. as soon as the capacity allocation proposal has been published in the LIIKE system. Customers purchasing freight transport services and associations representing purchasers of rail transport services also have the right to present comments on the capacity allocation proposal within 30 days, counted from the date on which the Finnish Transport Agency publishes an announcement on

its website (http://www.liikennevirasto.fi)[84] that the capacity allocation proposal has been prepared. The consultation period begins as soon as the Finnish Transport Agency has announced the completion of the capacity allocation proposal on its website. In addition to the allocation proposal, the website includes information on when and where the comments must be sent.

Confirmation of the rail capacity allocation proposal

Based on the rail capacity allocation proposal and the comments presented by the parties involved, the Finnish Transport Agency shall decide on the allocation of rail capacity on a fair and non-discriminatory basis. In deciding, the Finnish Transport Agency shall pay particular attention to the needs of passenger and freight traffic and infrastructure management, as well as to efficient use of the railway network. The priority order determined for specialised and congested infrastructure shall also be taken into account, unless otherwise provided in this chapter.

Allocation of rail capacity on the dates when the capacity allocated for regular services may be changed

On the dates when the capacity allocated for regular services may be changed, requests for capacity are processed in the same way as during the timetable period request phase. If several applicants request the same rail capacity, or if the requested rail capacity affects the capacity requested by another applicant, the Finnish Transport Agency no longer coordinates the requests between the applicants. Instead the applicants must try to reach a compromise solution themselves. The change date applications are processed in the LIIKE system.

Allocating ad hoc rail capacity

The Finnish Transport Agency allocates the requested ad hoc capacity if there is sufficient capacity for the use specified in the request. Unless otherwise provided in the Railway Act, the ad hoc capacity is allocated on a first-come first-served basis.

During office hours, the unit for Railway Network Usage processes the requests for ad hoc capacity. The Rail Traffic Management Centre processes the requests outside office hours.

Rail capacity plans regarding tracks

The use of tracks at traffic operating points is planned simultaneously with the applications for rail capacity. Applications for the track plans of regular services are submitted in the LIIKE system in connection with the applications for the dates on which the capacity allocated for regular rail services may be changed. Applications for the tracks used by regular services at exceptional dates are also registered at this point.

When submitting an application for ad hoc rail capacity, the track data must be included. Default track data has been entered in the LIIKE system, but if a rail capacity applicant wishes to use a specific track at a traffic operating point, he must enter this information himself in the application for rail capacity. Before the applicant

84 http://portal.liikennevirasto.fi/sivu/www/f/ammattiliikenteen_palvelut/rataverkolla_liikennointi/ratakapasiteetin_hallinta/liike

submits his application, he must check in the track usage diagram that the train does not conflict with the timetables granted earlier at different traffic operating points.

Cancelling train paths and submitting new applications

If the applicant no longer requires the reserved capacity, the train path must be cancelled as soon as possible. Furthermore, train paths must be cancelled and new applications submitted, if any of the following changes occur in the granted timetable:

1. Changes in the timetable information or route
   A new application for rail capacity shall also be submitted if the train is expected to depart more than 120 minutes later than scheduled from its original place of departure or more than 30 minutes before its official time of departure. Otherwise the train will not be registered in the JETI system. A new request for rail capacity shall be submitted if the train is delayed or runs ahead of schedule, if the risk prevails that two trains with the same number may be running simultaneously.
2. Changes in the stopping behaviour or in the type of stop (commercial vs. non-commercial stop)
3. Changes in speed profile, braked weight speed or brake type (which affect the driver's timetable)
4. Changes in the type of train operation (train vs. shunting).

If a train is expected to depart significantly later or earlier than the official time of departure, it is recommended that a new application for rail capacity shall be submitted. Otherwise uninterrupted train operations cannot be guaranteed.

4.4.2 Dispute Resolution

Railway undertakings may appeal against a capacity allocation decision by the Finnish Transport Agency by filing a claim for rectification with the Finnish Transport Safety Agency's Regulatory Body. For further information, see 1.4.3.

4.4.3 Congested Infrastructure Capacity

If the coordination of capacity requests does not lead to a satisfactory result, the Finnish Transport Agency will declare that section of infrastructure to be congested. This must also be done for infrastructure which can be predicted to suffer from insufficient capacity in the near future. When infrastructure capacity has been declared to be congested, the Finnish Transport Agency will carry out a capacity analysis which includes consultation of the infrastructure users. Traffic management, timetable structures, speed alterations and potential infrastructure improvements will be taken into account when making the analysis. The Finnish Transport Agency will compile a capacity enhancement plan within six months of the completion of the capacity analysis.

Priority order in Finland

The Finnish Transport Agency declares an element of infrastructure capacity or a part of it to be congested infrastructure capacity if the coordination of several requests for the same infrastructure capacity has not led to a satisfactory result. The Finnish

Transport Agency may also designate an element of infrastructure capacity as congested if it is evident that it will become congested during the timetable period.

If there are several applications for the same infrastructure capacity, the priority order is as presented in Table 1. Application of this priority order is based on the assumption that each train can be defined during its whole journey by one of the terms listed in the table. The term by which the train is defined may change during the journey of the train.

If there is a need to prioritize trains within a particular priority group in the table, priority will be given on the basis of the length of the journey and the number of operating days. In this way higher priority is given to a longer and more regular transport need.

Table 1. Priority order on congested infrastructure capacity.

Priority	Traffic
1.	Synergic passenger traffic entity[85]
2.a	Express train traffic[86]
2.b	Transport for the processing industry[87]
3.a	Local and other passenger traffic
3.b	Other regular freight traffic
4.	Freight traffic not requiring strict transport times
5.	Other traffic[88]

Derogation from the priority order laid down in the Network Statement

The Finnish Transport Agency may by a separate decision make derogation from the general priority order laid down in the Railway Act and the Network Statement in favour of an applicant operating international traffic or such traffic as otherwise maintains or improves the functioning of the rail transport system or public transport. The same applies to cases where the rejection of the application would cause unreasonable damage to applicants or to the business activities of their customers.

[85] The term "synergic passenger traffic entity" refers in passenger traffic to the whole of trains which form a transport system producing clear added value for customers. A system of this kind is, for example, traffic operated according to the basic interval timetable.

[86] The term "express train traffic" refers to traffic which in some respect does not belong within the scope of the synergy-producing traffic system. International passenger traffic may belong in this category.

[87] The term "transport for the processing industry" mainly refers to transport whose immediate place of destination or origin is a port or a private siding. This transport is essentially connected with total logistics management. This group includes, in particular, combined transport, transport for the wood-processing industry and transport to ports.

[88] Other traffic refers to e.g. traffic in connection with track work, museum traffic or shunting operations on the line sections.

4.4.4 Impact of the Framework Agreements

The Finnish Transport Agency has no valid framework agreements. Framework agreements help to define the rights and obligations of the applicant and the Finnish Transport Agency for a period of time exceeding that of one timetable period. Framework agreements must not, however, hinder other applicants from using the infrastructure in question and do not bind the Finnish Transport Agency to grant the capacity defined in the agreement to the railway undertaking in question.

4.5 Allocation of Capacity for Maintenance, Renewal and Enhancements

The railway network may also be used for transferring track machines from depots to worksites, between worksites, and for maintenance purposes. Certain tracks are mainly used for infrastructure management purposes. Under the Railway Act, a safety certificate granted by the Finnish Transport Safety Agency is required for traffic operation, if it is a train movement or shunting movement, outside the area reserved for infrastructure management. The safety certificate is granted upon application for a maximum of five years at a time. The requirements for obtaining a safety certificate are that the traffic operator engaged in infrastructure management has sufficient liability insurance and an adequate risk management system, its stock has been approved by the Finnish Transport Safety Agency and that the persons conducting the traffic operations are competent to do so.

Requests for the rail capacity required to operate traffic must be submitted in the LIIKE system. The **TURO publication**[89] contains detailed instructions on the infrastructure management machinery used on the track as well as on the persons and undertakings charged with traffic safety duties.

Track works which will probably be carried out during the timetable period 2016 and which are likely to have an impact on train traffic are indicated in Appendix 13. The working programme, timing of tasks, and track possessions required for the work will change as the funding and plans become more focused and thus the Finnish Transport Agency is not bound by Appendix 13. Once the Network Statement is published, the Finnish Transport Agency will maintain up-to-date information on the working programme for the upcoming timetable period on its website **http://www.liikennevirasto.fi**[90], and regularly inform the rail capacity applicants about the programme.

The Finnish Transport Agency will decide separately on all track work and track possessions required for their completion. The decision will be made prior to the upcoming timetable period that is in December 2015 for the timetable period 2016.

Any required track possessions or changes to an earlier decision, arising after the decision has been made, can be discussed separately, if necessary. The basic rule is that track possessions requiring traffic arrangements are no longer arranged at this

[89] http://www2.liikennevirasto.fi/julkaisut/pdf3/lo_2012-01_turo_web.pdf

[90] http://portal.liikennevirasto.fi/sivu/www/f/ammattiliikenteen_palvelut/rataverkolla_liikennointi/liikennesuunnittelu/ratatyot

stage, but instead the work requested after the decision will be carried out according to (or in between) the traffic.

In addition to the aforementioned, the person or group applying for track possession must contact the Finnish Transport Agency's traffic planner separately for each request and agree on track possession and its details in accordance with the Finnish Transport Agency's track possession decision no later than two months before the work is scheduled to start.

The party performing the work must have granted rail capacity, permission for track work, and if necessary, a voltage cut-off prior to starting the work for the agreed track possessions.

4.6 Non-Usage Rules

The Finnish Transport Agency has the right to cancel the rail capacity allocated to an applicant, or a part of it, if the applicant has used this capacity over a period of not less than 30 days less than required by the threshold quota specified below. In Finland, when this Network Statement is published, the threshold quota for the minimum use of capacity is 80 %, except on the line sections Helsinki–Kerava, Helsinki–Vantaankoski and Helsinki–Leppävaara, where the threshold quota for the minimum use is 95 %. The minimum access package for rail capacity is redefined by means of more detailed reported information, primarily in connection with the used train number.

The Finnish Transport Agency may not, however, cancel the rail capacity if the failure to use it is due to non-economic reasons beyond the applicant or the railway operator's control. The Finnish Transport Agency always cancels the capacity for such a period during which the railway undertaking does not have a safety certificate for operating rail services.

4.7 Exceptional Transport and Dangerous Goods

For information on the transport of dangerous goods, see paragraph 3.4.3, Dangerous Goods. Regulations concerning railway traffic and rolling stock are available on the Internet pages of the Finlex website at **http://www.finlex.fi**[91] and other instructions on the Finnish Transport Safety Agency's website at **http://www.trafi.fi**[92].

At the moment all special permits are granted by the VR Transpoint.

[91] http://www.finlex.fi/fi/viranomaiset/normi/499001/

[92] http://www.trafi.fi/rautatiet/saadokset/kansalliset_maaraykset

4.8 Special Measures to be taken in the Event of Disturbance

4.8.1 Principles

The Finnish Transport Agency has the right to cancel the rail capacity completely or partially on a train path provisionally out of service due to a technical failure in the railway network, an accident or other incident.

In such case, the Finnish Transport Agency offers the operator alternative train paths, as far as possible. The Finnish Transport Agency is, however, not obliged to compensate for damage that may be caused to the operator, unless otherwise is agreed upon with the operator in conformity with the Railway Act.

Compensations due to disruptions are dealt with in chapter 6.4 (Performance Scheme).

Disruption card

The Finnish Transport Agency has collaborated with railway undertakings to prepare instruction cards for action to be taken in case of traffic disruptions, e.g. broken track, and to be followed where applicable under the supervision of the Rail Traffic Management Centre. Developing and updating the disruption cards is a continuous process.

4.8.2 Operational Regulation

The Finnish Transport Agency determines the rules on the management of disturbances between railway undertakings. Railway undertakings have the right to present their own proposals for instructions how to handle disturbances affecting their own trains.

The Rail Traffic Management Centre of the Finnish Transport Agency resolves instances of disruption and provides guidelines on the correct action to take in such situations.

In its guidelines on railway accident preparedness (OVRO), the Finnish Transport Agency specifies the measures to be taken in case of an accident and how to prepare for accidents in advance. The guidelines can be found on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[93].

4.8.3 Foreseen Problems

In cases of disruption the guidelines issued by the Finnish Transport Agency's Traffic Management Centre shall apply.

[93] http://www2.liikennevirasto.fi/julkaisut/pdf3/lo_2011-16_ohje_varautumisesta_web.pdf

4.8.4 Unforeseen Problems

The Finnish Transport Agency, railway undertakings and railway maintenance undertakings shall be prepared for railway accidents in their fields of activity and follow the Finnish Transport Agency's guidelines (OVRO) on how to prepare for railway accidents.

Under the Rescue Act and the Railway Act, the Finnish Transport Agency is responsible for clearing and restoring the railway infrastructure in its possession. However, the railway undertaking must be prepared to assist the Finnish Transport Agency with the clearance work regarding the railway undertaking's rolling stock and carried freight. If necessary, the railway undertaking shall also share its technical expertise on the rolling stock in its possession. Furthermore, the railway undertaking shall be prepared to repair possible environmental damages caused by its carried freight. Each undertaking shall draw up an emergency preparedness plan to be approved by the Finnish Transport Agency. The preparedness measures included in the plan shall be taken before traffic operations begin. The undertakings themselves pay for setting up and maintaining the emergency preparedness system. Liability in cases of accident is determined in line with the Act on liability in rail traffic and the Tort Liability Act. According to article 54 in Directive 2012/34/EU of the European Parliament and of the Council, the Finnish Transport Agency may, if it deems this necessary, require railway undertakings to make available the clearing and rescue equipment and personnel which it feels are the most appropriate to restore the situation to normal. The Finnish Transport Agency will pay for the use of equipment and resources when the costs incurred are deemed reasonable.

The Finnish Transport Agency is prepared to restore the track quickly to operable condition and within a reasonable time to the condition it had before the accident. The Finnish Transport Agency agrees thereupon when making the railway network maintenance agreements.

If any safety deficiencies affecting traffic are detected in the railway network, the Finnish Transport Agency may have to reduce the applicable axle load or speed limit.

The Ministry of Transport and Communications provides guidelines for and supervises the preparedness of the different operators in the railway sector for accidents and exceptional circumstances.

5 Services

5.1 Introduction

The legal framework of capacity allocation is described in the Railway Act (304/2011)[94].

Services concerning the usability of the railway network are described in Appendix 2 (Rail Traffic Operating Points) of the Network Statement. These services may be supplied by the Finnish Transport Agency or other parties.

The Finnish Railway Act and infrastructure charge regulations will be amended by 15 June 2015. Within this framework a Government decree on services for rail operators is also being prepared. The Finnish Transport Agency continues to develop the network services in 2015 and chapter 5 of the Network Statement will be expanded in 2015–2016. The charges for services provided by the Finnish Transport Agency may also be changed. Information about changes updated on the Finnish Transport Agency's website http://www.fta.fi[95].

5.2 Services Offered by the Finnish Transport Agency

5.2.1 Services in return for the infrastructure charge

Finnish Transport Agency offers rail operators on the state-owned railway network the right against payment to utilise the train paths in accordance with the capacity granted to it by the Finnish Transport Agency, marshalling yards, storage sidings, loading tracks and other tracks and passenger platforms. The Finnish Transport Agency also offers train traffic control, passenger information and public address systems at the railway stations specified in the Network Statement (Appendix 14).

Use of rail capacity includes the traffic operator's right to use the Finnish Transport Agency's electricity supply network for tractive stock on the electrified line sections specified in the Network Statement.

Train Formation Yards

Train formation yards are railway yards in which the layout and size of the track system make it possible to form trains. The train formation yards are indicated by the marking "K" in column "Shunting" in Appendix 2.

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[94] http://www.finlex.fi/fi/laki/ajantasa/2011/20110304

[95] http://portal.liikennevirasto.fi/sivu/www/e/professionals/network_statement

All train formation yard tracks have not been electrified. If necessary, the Finnish Transport Agency's division Infrastructure Management provides more information about the electrified tracks.

The use of train formation yards may become chargeable. All possible changes are updated on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[96].

A list of the contact persons of the railway yards is available on the Finnish Transport Agency's Extranet **http://www.liikennevirasto.fi**[97].

Storage Sidings

Storage sidings are yard tracks primarily intended for the parking of wagons and coaches waiting for a transport task. Wagons can only be stored temporarily on these tracks. Storage sidings can also be used for other purposes required by traffic operating. Only railway operators and contractors are allowed to let wagons stand on the storage sidings. The Finnish Transport Agency determines which tracks are used as storage sidings. A list of the tracks, which can be used for temporary storage of rolling stock in exceptional situations, is available at the Finnish Transport Agency's unit Railway Network Usage.

If a railway operator's rolling stock has to be temporarily stored on a storage siding, this information shall immediately be forwarded to the Rail Traffic Management Centre. The Rail Traffic Management Centre is authorized to approve short-term, acute storage requests, while the Finnish Transport Agency's unit Railway Network Usage deals with storage requested for more than one week. Storage requests are also registered in the LIIKE system via the advance reports. Therefore the railway operator shall enter the information in the JETI system and make sure that the report is removed from the JETI system, as soon as the length of the required storage time has been determined.

When storing wagons loaded with dangerous goods, the railway operator is responsible for reporting the storage location of the wagons and the type of substances in them to the local fire and rescue authorities.

5.2.2 Chargeable services

Traffic control in connection with shunting is a chargeable service. It is not included in the infrastructure charge.

In Ilmala, additional charges are levied for using certain devices for rolling stock operations.

Using the RAILI network is partly chargeable. Further information in paragraph 3.3.3.4. Use of the RAILI network is chargeable when used for shunting communication.

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[96] http://portal.liikennevirasto.fi/sivu/www/e/professionals/network_statement

[97] http://portal.liikennevirasto.fi/sivu/www/f/urakoitsijat_suunnittelijat/konsulteille/Extranet

The Finnish Transport Agency can offer services on a commercial basis for the use of rail operators. The additional services could comprise, for example, the use of buildings and land areas owned by the Finnish Transport Agency.

Trial runs of rolling stock can be made at the Finnish Transport Agency's centre for trial runs in Laajakangas. This service is not included in the infrastructure charge.

The use of services provided by the Finnish Transport Agency is agreed upon between the parties in the access contract or in a separate lease agreement.

The cost for electric power transmission in the state-owned railway network will be divided between all electricity consumers according to the amount consumed.

5.3 Services Offered by Others

5.3.1 Obligation to provide services

In accordance with the Railway Act (304/2011/34§)[98] railway undertakings, companies or other organisations providing rail services (service providers) are obliged to provide rail operators with the services and track access to service facilities referred to in Annex II(2) to Directive 2012/34/EU[99] of the European Parliament and of the Council.

The availability of services shall be negotiated and an agreement shall be concluded with the service provider. The service provider has the right to charge a payment for its services. The payment shall be equitable for all railway undertakings and reasonable with respect to the costs incurred from providing the service.

Services supplied by others may include, for example:

- use of electrical supply equipment
- use of refuelling equipment
- use of passenger stations
- use of freight terminals
- use of train formation yards
- use of train formation equipment
- use of depot sidings
- premises and equipment needed for the servicing and maintenance of rolling stock
- use of other technical devices (e.g. sand distributors, water and electrical connections for rolling stock, radiation measurement devices, tank wagon filling gauges, wagon scales, and brake testing equipment), and
- training services for those involved in traffic safety tasks

[98] http://www.finlex.fi/fi/laki/alkup/2011/20110304

[99] http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2012:343:0032:0077:EN:PDF

5.3.2 Power supply on electrified railway lines

Use of rail capacity includes the traffic operator's right to use of the Finnish Transport Agency's electricity power supply network for tractive stock on the electrified line sections specified in the Network Statement. The Finnish Transport Agency does not, however, provide electricity, but the traffic operator shall enter into an agreement with a service provider.

The 400 and 1,500 V power supply facilities for rolling stock are indicated in Appendix 2. Also for the 400 V power supply, the maximum current available is indicated in amperes.

5.3.3 Maintenance and Service Facilities

The use of maintenance and service facilities requires an agreement with their owner.

5.3.4 Refuelling Facilities

The Finnish Transport Agency does not own refuelling equipment or provide refuelling services. The Appendix 2 shows the refuelling facilities on traffic operating points. The use of refuelling facilities requires an agreement with their owner.

5.3.5 Technical Equipment

The use of other technical equipment (e.g. scales, cranes, etc.) must be agreed with their respective owners. The Finnish Transport Agency does not provide rail operators with access to this equipment. Appendix 2 shows the cranes located at traffic operating points.

6 Charges

6.1 Charging Principles and Services Included in the Infrastructure Charge

The legal framework of the basic infrastructure charge is described in the Railway Act (304/2011)[100], Railway Infrastructure Tax (605/2003)[101] and the Ministry of Transport and Communications Decree on the basic infrastructure charge (1084/2009)[102].

The basic infrastructure charge covers the minimum access package (the minimum access package is described under 5.2.), including track access to service facilities on the state-owned railway network.

6.2 Charging System

The infrastructure charge comprises the basic infrastructure charge, track tax and the investment tax levied for the railway line section Kerava–Lahti. The basic infrastructure charge is levied for railway traffic operations based on the Finnish Transport Agency's immediate infrastructure management expenses. The track tax covers the environmental costs caused by train traffic and the fixed infrastructure expenditures of the infrastructure management. The investment tax for the line section Kerava–Lahti is levied over a period of 15 years to cover the investment costs for the railway line from the inauguration in autumn 2006 to August 2021

The amended statutes in the First Railway Package will lead to changes in the charging system. The Finnish Railway Act and infrastructure charge statutes will be amended by 15 June 2015. The government has proposed that the new charging system include the basic infrastructure charge and related reductions and hikes, additional charges as well as charges levied on access services and additional and auxiliary services.

The Finnish Transport Agency's development of the charging system continues in 2015.

In the budget proposal for 2015, the government has proposed that the track tax on rail freight traffic be removed in 2015-17. The aim of this measure is to reduce the cost burden of the business sector, particularly where industry is concerned.

All changes in the charging system will be posted on the Finnish Transport Agency's website http://www.liikennevirasto.fi[103].

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[100] http://www.finlex.fi/fi/laki/ajantasa/2011/20110304

[101] http://www.finlex.fi/fi/laki/ajantasa/2003/20030605

[102] http://www.finlex.fi/fi/laki/alkup/2009/20091084

[103] http://portal.liikennevirasto.fi/sivu/www/e/professionals/network_statement

6.3 Tariffs

The infrastructure charge consists of the charges mentioned in Table 2.

Table 2. Infrastructure charge

Basic charge	Freight traffic 0,1350 cent/ gross tonne-kilometre Passenger traffic 0,1308 cent/ gross tonne-kilometre
Infrastructure tax	Freight traffic - electric 0.05 cent/ gross tonne-kilometre - diesel 0.1 cent/ gross tonne-kilometre Passenger traffic 0.01 cent/ gross tonne-kilometre
Investment tax (for line section Kerava-Lahti)	Freight traffic 0.5 cent/ gross tonne-kilometre Passenger traffic 0.5 cent/ gross tonne-kilometre

6.4 Performance Scheme

In order to promote the effective use of the railway network and improve the timeliness of rail services and to minimise operational disruptions to the railway network caused by railway traffic and track maintenance, rail operators and the Finnish Transport Agency are encouraged to limit disruptions arising from their activities and increase the effective use of the railway network by means of performance incentive schemes.

A rail operator shall compensate the Finnish Transport Agency if the operation of the rail operator essentially differs from the rail capacity allocated to it for a reason due to the operator, and such a deviation impedes the functioning of the rail system. The Finnish Transport Agency shall compensate a rail operator if, for reasons due to the Finnish Transport Agency, the availability of the railway network essentially differs from the rail capacity allocated to the operator, and such a deviation impedes the functioning of the rail system.

The performance system only applies to train traffic, not to traffic in relation to shunting operations.

6.5 Changes to Charges

Infrastructure charge system is about to change. The principles of the valid infrastructure charge system and the amount of infrastructure charge are published on the Finnish Transport Agency website.

6.6 Billing Arrangements

The Finnish Transport Agency invoices the infrastructure charge each calendar month based on the realised performances of the previous month.

When this Network Statement is published the infrastructure charge is levied as follows: For invoicing, railway operators shall provide the Finnish Transport Agency contact person with information each month on the rail services operated by them. The reports shall be sent to the address kirjaamo(at)liikennevirasto.fi and for the attention of tiina.taivainen(at)liikennevirasto.fi.

The Finnish Transport Agency aims at changing the practice, so that in the future the infrastructure charge is levied based on information obtained from the Finnish Transport Agency's RataDW system. The rail operators will be given written notice about this reform. In addition, there will be information about the new practice on the Finnish Transport Agency's website **http://www.liikennevirasto.fi**[104].

The Finnish Transport Agency does not require any guarantee for the payment of the infrastructure charge. The infrastructure charge and other charges connected with it are, however, subject to distrait without sentence or decision.

[104] http://portal.liikennevirasto.fi/sivu/www/e/professionals/network_statement

Basic Information on Railway Sections

Markings:

On	”yes”
—	”no”
AC2	electrification voltage 25 kV / 50 Hz
ATP	Automatic train protection

Chart columns:

Traffic operating points (Node of the network) indicates all traffic operating points where the route of the train can be changed.

Length of line is the distance between traffic operating points (Nodes of the network).

Max gradient is the maximum gradient measured in a distance of 1,200 m.

Electrification system indicates that the section of line is electrified.

Section blocking or radio-controlled section indicates that on the section of line there is an automatic safety device system in use in order to protect the railway traffic.

ATP indicates that the section of line is equipped with pan-European safety device system and GSM-R radio network.

ERTMS indicates that the section of line is equipped with pan-European safety device system and GSM-R radio network.

ATP coding for tilting trains indicates the sections on which ATP allows higher speeds for tilting trains.

Radio system indicates that the digital (GSM-R) communication equipment is in use between the driver and traffic control in mention traffic operating points.

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määräävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulunvalvonta-järjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus	Radio-järjestelmä
Trafikplats (bannätets knutpunkt)	Trafikplats (bannätets knutpunkt)	Banans längd	Största lutningen	Elektrifierings-systemet	Linje-blockerad eller radiostyrd sträcka	Automatisk tågkontrol		ATC-kodning av lutande tåg	Radio system
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Lenght of line	Max gradient	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains	
Helsinki asema	Havukoski	18	10,0	AC2	On	ATP	—	On	GSM-R
Havukoski	Kerava asema	11	7,0	AC2	On	ATP	—	On	GSM-R
Kerava asema	Hyvinkää	29	7,5	AC2	On	ATP	—	On	GSM-R
Hyvinkää	Riihimäki asema	12	7,5	AC2	On	ATP	—	On	GSM-R
Kerava asema	Vuosaari	19	10,0	AC2	On	ATP	—	—	GSM-R
Kerava asema	Sköldvik	27	10,0	AC2	On	ATP	—	—	GSM-R
Kerava asema	Hakosilta	65	10,0	AC2	On	ATP	—	On	GSM-R
Hyvinkää	Karjaa	99	10,5	—	On	ATP	—	—	GSM-R
Helsinki asema	Huopalahti	6	10,0	AC2	On	ATP	—	—	GSM-R
Huopalahti	Havukoski	27	40,0	AC2	On	ATP	—	—	GSM-R
Huopalahti	Kirkkonummi	31	10,5	AC2	On	ATP	—	—	GSM-R
Kirkkonummi	Karjaa	49	12,0	AC2	On	ATP	—	On	GSM-R
Karjaa	Hanko asema	50	10,5	—	On	ATP	—	—	GSM-R
Karjaa	Turku asema	107	12,7	AC2	On	ATP	—	On	GSM-R
Turku asema	Turku satama	3	7,0	AC2	On	ATP	—	—	GSM-R
Riihimäki asema	Toijala	76	10,0	AC2	On	ATP	—	On	GSM-R
Toijala	Turku asema	128	10,5	AC2	On	ATP	—	On	GSM-R
Toijala	Tampere asema	40	10,0	AC2	On	ATP	—	On	GSM-R
Toijala	Valkeakoski	18	8,0	—	—	—	—	—	GSM-R
Turku asema	Raisio	8	7,0	—	On	ATP	—	—	GSM-R
Raisio	Naantali	6	9,0	—	—	—	—	—	GSM-R
Raisio	Uusikaupunki	57	9,0	—	On	ATP	—	—	GSM-R
Uusikaupunki	Hangonsaari	3	11,5	—	—	—	—	—	GSM-R
Tampere asema	Lielahti	6	9,0	AC2	On	ATP	—	On	GSM-R
Lielahti	Kokemäki	91	12,5	AC2	On	ATP	—	On	GSM-R
Kokemäki	Rauma	47	9,0	AC2	On	ATP	—	—	GSM-R
Kokemäki	Pori	38	9,5	AC2	On	ATP	—	—	GSM-R
Pori	Mäntyluoto	21	5,5	—	On	ATP	—	—	GSM-R
Pori	Aittaluoto	6	10,0	—	—	—	—	—	GSM-R
Mäntyluoto	Tahkoluoto	11	5,5	—	On	ATP	—	—	GSM-R
Lielahti	Parkano	69	10,5	AC2	On	ATP	—	On	GSM-R
Parkano	Kihniö	17	9,5	—	—	—	—	—	—
Parkano	Seinäjoki asema	84	10,0	AC2	On	ATP	—	On	GSM-R
Riihimäki asema	Hakosilta	48	8,0	AC2	On	ATP	—	—	GSM-R
Hakosilta	Lahti	11	10,0	AC2	On	ATP	—	On	GSM-R
Lahti	Loviisan satama	77	12,0	—	—	—	—	—	—
Lahti	Heinola	38	12,0	—	—	—	—	—	—
Lahti	Mukkula	7	15,0	—	—	—	—	—	GSM-R
Lahti	Kouvola asema	61	10,0	AC2	On	ATP	—	—	GSM-R
Kouvola asema	Luumäki	59	10,0	AC2	On	ATP	—	—	GSM-R
Kouvola asema	Juurikorpi	33	10,0	AC2	On	ATP	—	—	GSM-R
Juurikorpi	Kotka asema	18	8,5	AC2	On	ATP	—	—	GSM-R
Kotka asema	Kotkan satama	1	0,0	AC2	On	ATP	—	—	GSM-R
Kotka Hovinsaari	Kotka Mussalo	5	6,0	AC2	—	ATP	—	—	GSM-R
Juurikorpi	Hamina	19	10,0	AC2	On	ATP	—	—	GSM-R
Kouvola asema	Kuusankoski	10	9,0	AC2	—	—	—	—	GSM-R
Kouvola asema	Mynttilä	86	12,0	AC2	On	ATP	—	On	GSM-R
Mynttilä	Ristiina	21	12,5	—	—	—	—	—	—

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määräävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulunvalvonta-järjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus	Radio-järjestelmä
Trafikplats (bannätets knutpunkt)	Trafikplats (bannätets knutpunkt)	Banans längd	Största lutningen	Elektrifierings-systemet	Linje-blockerad eller radiostyrd sträcka	Automatisk tågkontrol		ATC-kodning av lutande tåg	Radio system
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Lenght of line	Max gradient	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains	
Mynttilä	Pieksämäki asema	105	11,0	AC2	On	ATP	—	On	GSM-R
Luumäki	Vainikkala asema	33	8,0	AC2	On	ATP	—	—	GSM-R
Luumäki	Lappeenranta	27	9,5	AC2	On	ATP	—	—	GSM-R
Lappeenranta	Mustolan satama	18	10,0	—	—	—	—	—	GSM-R
Lappeenranta	Imatra tavara	39	9,0	AC2	On	ATP	—	On	GSM-R
Imatra tavara	Imatrankoski-raja	10	11,0	—	—	—	—	—	GSM-R
Imatra tavara	Parikkala	60	10,0	AC2	On	ATP	—	On	GSM-R
Pieksämäki asema	Huutokoski	31	11,0	—	On	ATP	—	—	GSM-R
Huutokoski	Savonlinna	75	12,0	—	On	ATP	—	—	—
Savonlinna	Parikkala	59	12,0	—	On	ATP	—	—	GSM-R
Parikkala	Säkäniemi	93	10,0	AC2	On	ATP	—	—	GSM-R
Niirala-raja	Säkäniemi	33	10,5	—	On	ATP	—	—	GSM-R
Säkäniemi	Joensuu asema	37	10,5	AC2	On	ATP	—	—	GSM-R
Joensuu asema	Ilomantsi	71	12,0	—	—	—	—	—	—
Joensuu asema	Viinijärvi	32	9,0	—	On	ATP	—	—	GSM-R
Huutokoski	Varkaus	18	10,0	—	On	ATP	—	—	GSM-R
Varkaus	Kommila	6	10,0	—	—	—	—	—	GSM-R
Varkaus	Viinijärvi	101	11,0	—	On	ATP	—	—	GSM-R
Joensuu asema	Uimaharju	50	17,6	—	On	ATP	—	—	GSM-R
Uimaharju	Lieksa	54	11,5	—	On	ATP	—	—	GSM-R
Lieksa	Pankakoski	6	10,0	—	—	—	—	—	GSM-R
Lieksa	Nurmes	56	12,5	—	On	ATP	—	—	GSM-R
Nurmes	Vuokatti	85	11,5	—	—	—	—	—	—
Vuokatti	Lahnaslampi	12	10,0	—	—	—	—	—	—
Vuokatti	Kontiomäki	24	10,5	—	—	—	—	—	GSM-R
Pieksämäki asema	Suonenjoki	38	9,0	AC2	On	ATP	—	—	GSM-R
Suonenjoki	Yläkoski	3	10,0	—	—	—	—	—	—
Suonenjoki	Siilinjärvi	76	12,0	AC2	On	ATP	—	—	GSM-R
Siilinjärvi	Sysmäjärvi	99	10,5	—	On	ATP	—	—	GSM-R
Siilinjärvi	Iisalmi	60	12,0	AC2	On	ATP	—	—	GSM-R
Iisalmi	Murtomäki	62	12,7	AC2	On	ATP	—	On	GSM-R
Murtomäki	Otanmäki	25	11,0	—	—	—	—	—	—
Murtomäki	Kajaani	20	12,0	AC2	On	ATP	—	On	GSM-R
Kontiomäki	Vartius	95	11,0	AC2	On	ATP	—	—	GSM-R
Vartius	Vartius-raja	2	10,0	AC2	On	ATP	—	—	GSM-R
Kontiomäki	Ämmänsaari	92	12,0	—	—	—	—	—	—
Tampere asema	Orivesi	40	12,0	AC2	On	ATP	—	On	GSM-R
Orivesi	Vilppula	47	12,5	—	On	ATP	—	—	GSM-R
Vilppula	Mänttä	8	5,0	—	—	—	—	—	GSM-R
Vilppula	Haapamäki	26	12,5	—	On	ATP	—	—	GSM-R
Haapamäki	Seinäjoki asema	118	12,0	—	On	ATP	—	—	GSM-R
Haapamäki	Jyväskylä	77	12,0	—	On	ATP	—	—	GSM-R
Orivesi	Jämsä	56	12,5	AC2	On	ATP	—	On	GSM-R
Jämsä	Kaipola	7	12,0	—	—	—	—	—	GSM-R
Jämsä	Jämsänkoski	4	10,0	AC2	On	ATP	—	On	GSM-R
Jämsänkoski	Jyväskylä	52	10,5	AC2	On	ATP	—	—	GSM-R
Jyväskylä	Äänekoski	47	10,5	—	On	ATP	—	—	GSM-R
Äänekoski	Haapajärvi	164	10,5	—	—	—	—	—	—

Liikennepaikka (verkon solmupiste)	Liikennepaikka (verkon solmupiste)	Radan pituus	Määräävä kaltevuus	Sähköistys-järjestelmä	Suojastettu tai radio-ohjattu osuus	Junan kulunvalvonta-järjestelmä	ERTMS	Kallistuvakoristen junien JKV-koodaus	Radio-järjestelmä
Trafikplats (bannätets knutpunkt)	Trafikplats (bannätets knutpunkt)	Banans längd	Största lutningen	Elektrifierings-systemet	Linje-blockerad eller radiostyrd sträcka	Automatisk tågkontrol		ATC-kodning av lutande tåg	Radio system
Traffic operating point (Node of the network)	Traffic operating point (Node of the network)	Lenght of line	Max gradient	Electrification system	Section blocking or radio controlled section	ATP		ATP-coding for tilting trains	
Jyväskylä	Pieksämäki asema	80	12,5	AC2	On	ATP	—	On	GSM-R
Seinäjoki asema	Kaskinen	112	10,0	—	On	ATP	—	—	GSM-R
Seinäjoki asema	Vaasa	75	12,0	AC2	On	ATP	—	—	GSM-R
Vaasa	Vaskiluoto	5	1,0	—	—	—	—	—	GSM-R
Iisalmi	Pyhäkumpu erkanemisvaihde	63	10,0	—	On	ATP	—	—	GSM-R
Pyhäkumpu erkanemisvaihde	Pyhäkumpu	3	3,0	—	—	—	—	—	GSM-R
Pyhäkumpu erkanemisvaihde	Haapajärvi	36	9,5	—	On	ATP	—	—	GSM-R
Haapajärvi	Ylivieska	55	8,0	—	On	ATP	—	—	GSM-R
Seinäjoki asema	Pännäinen	101	10,0	AC2	On	ATP	—	On	GSM-R
Pännäinen	Pietarsaari	10	6,0	—	—	—	—	—	GSM-R
Pietarsaari	Alholma	4	3,0	—	—	—	—	—	GSM-R
Pännäinen	Kokkola	33	7,0	AC2	On	ATP	—	On	GSM-R
Kokkola	Ykspihlaja	5	10,0	AC2	—	—	—	—	GSM-R
Kokkola	Ylivieska	79	10,0	AC2	On	ATP	—	On	GSM-R
Ylivieska	Tuomioja	68	10,0	AC2	On	ATP	—	On	GSM-R
Tuomioja	Raahe	28	10,0	AC2	On	ATP	—	—	GSM-R
Raahe	Rautaruukki	9	10,0	AC2	—	—	—	—	GSM-R
Tuomioja	Oulu asema	54	10,0	AC2	On	ATP	—	On	GSM-R
Oulu asema	Kontiomäki	166	10,0	AC2	On	ATP	—	—	GSM-R
Oulu asema	Kemi	105	10,0	AC2	On	ATP	—	—	GSM-R
Kemi	Ajos	9	10,0	—	—	—	—	—	GSM-R
Kemi	Laurila	7	10,0	AC2	On	ATP	—	—	GSM-R
Laurila	Tornio asema	19	7,5	—	On	ATP	—	—	GSM-R
Laurila	Rovaniemi	106	10,0	AC2	On	ATP	—	—	GSM-R
Rovaniemi	Kemijärvi	85	12,0	AC2	On	ATP	—	—	GSM-R
Kemijärvi	Patokangas	9	12,0	—	—	—	—	—	—
Tornio asema	Tornio-raja	3	4,0	—	On	ATP	—	—	GSM-R
Tornio asema	Röyttä	8	8,0	—	—	—	—	—	GSM-R
Tornio asema	Kolari	183	10,5	—	On	ATP	—	—	GSM-R
Sysmäjärvi	Vuonos	7	10,0	—	—	—	—	—	GSM-R
Viinijärvi	Sysmäjärvi	13	7,5	—	On	ATP	—	—	GSM-R
Murtomäki	Talvivaara	24	12,5	AC2	On	ATP	—	—	GSM-R
Kajaani	Lamminniemi	3	10,0	—	—	—	—	—	GSM-R
Kajaani	Kontiomäki	26	12,0	AC2	On	ATP	—	—	GSM-R

Rail Traffic Operating Points

Legend:

( ) in columns regarding platforms	platform not maintained by the Finnish Transport Agency
K	yes
Y	private
K in columns regarding traffic control	remote control
M in columns regarding traffic control	manual

Chart columns:

Name refers the official name of the station and is used in traffic safety work.

Another name is the name of a traffic operating point in Finland's second official language. Another name is usually a Swedish name and only in Sköldvik is the Finnish name Kilpilahti used as another name, contrary to what the present language situation in the municipality would imply.

Abbreviation indicates the abbreviation used of the official name of the station.

Commercial name is mentioned in those cases where it differs from the official name of the stations, used in traffic safety work.

Km Hki describes the distance of a traffic operating point to the old station hall of Helsinki (already torn down), measured by a track kilometre system. According to the system, the location of all elements on tracks is fixed to landmarks.

Municipality refers to the municipality in which the traffic operating point is located.

Traffic control describes whether the traffic operating point has the technical equipment to control the train traffic manually or remote. It does not mean that traffic control services are regularly provided.

Private sidings indicates that the traffic operating point has at least one connection to a e siding, owned or managed by a private owner (includes everyone except the Finnish Transport Agency).

Shunting indicates that the form of the tracks at a traffic operating point is such that it is possible to move at least a locomotive to the other end of a line of rolling stock without having to go through the main line of the traffic operating point.

Minimum and maximum platform length indicates the minimum and maximum length of platforms used by passenger trains at the traffic operating point. A passenger train should not be longer than the platform at which it stops. If the platform length is in brackets ( ), the platform is not maintained by the Finnish Transport Agency and services are operated at the responsibility of the railway undertaking.

Platform height indicates the nominal height of platforms used by passenger trains, calculated from the surface of the rail.

Design train length indicates the longest track of a traffic operating point, other than the main line going through it. The length is measured in such a way that it is usable in both directions.

Power supply indicates at which traffic operating point it is possible to get 400 V or 1500 V electric current mainly for rolling stock or track machinery power supply purposes.

Side loading platform indicates at which traffic operating point it is possible to load freight cars from the side, and shows the maximum platform length at the traffic operating point.

End loading platform indicates at which traffic operating point it is possible load freight rolling stock from the end of the platform (combined transports).

Loading site indicates at which traffic operating point it is possible to load freight rolling stock at rail level. A typical example is loading of raw timber from a vehicle or an intermediate depot at a rail yard onto flatcars.

Crane indicates at which traffic operating point it is possible to use a crane to load wagons, and states the maximum capacity of the crane. This service is no provided by the Finnish Transport Agency.

Fuel indicates at which traffic operating point there is a fuel distribution point. This service is not provided by the Finnish Transport Agency.

Passenger traffic shows the operating points where passenger traffic can be operated.

Freight transport indicates the operating points where freight transport can be operated.

Turntables indicates the traffic operating points where turntables can be used. If turntable is privately owned it is marked with Y. If it is owned by Finnish Transport Agency, length of turntable is marked.

Marshalling yards for dangerous goods shows the traffic operating points where it is possible to handle wagons loaded with dangerous goods.

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Ahonpää		Aho		Traffic operating point	690+468	Seinäjoki-Oulu	Siikajoki	K		K
Ahvenus		Ahv		Traffic operating point	270+960	Lielahti–Kokemäki	Kokemäki	K		
Ainola		Ain		Stopping point	34+784	Helsinki–Riihimäki	Järvenpää			
Airaksela		Arl		Traffic operating point	436+985	Pieksämäki–Kontiomäki	Kuopio	K	K	K
Aittaluoto		Atl		Traffic operating point	328+220	Pori–Aittaluoto	Pori		K	K
Ajos		Ajo		Traffic operating point	867+100	Kemi–Ajos	Kemi		K	K
Alapitkä		Apt		Traffic operating point	505+840	Pieksämäki–Kontiomäki	Lapinlahti	K		K
Alavus		Alv		Traffic operating point	373+445	Orivesi–Seinäjoki	Alavus	K		K
Alholma	Alholmen	Alh		Traffic operating point	532+570	Pietarsaari–Alholma	Pietarsaari		K	K
Arola		Aro		Traffic operating point	707+668	Kontiomäki–Vartius-raja	Hyrynsalmi	K		K
Asola		Aso		Traffic operating point	31+596	Huopalahti–Havukoski	Vantaa	K		
Aviapolis		Avp		Stopping point	25+135	Huopalahti–Havukoski	Vantaa			
Dragsvik		Dra		Traffic operating point	171+180	Karjaa–Hanko	Raasepori	K		
Dynamiittivaihde		Dmv		Switch on a track line	199+185	Karjaa–Hanko	Hanko		K	K
Eläinpuisto-Zoo		Epz		Stopping point	338+751	Orivesi–Seinäjoki	Ähtäri			
Eno		Eno		Traffic operating point	660+170	Joensuu–Nurmes	Joensuu	K		K
Ervelä		Erv		Traffic operating point	119+816	Helsinki–Turku satama	Salo	K		
Eskola		Ela		Traffic operating point	603+762	Seinäjoki–Oulu	Kannus	K		K
Espoo	Esbo	Epo		Traffic operating point	20+600	Helsinki–Turku satama	Espoo	K		
Haapajärvi		Hpj		Traffic operating point	649+205	Iisalmi–Ylivieska, Äänekoski–Haapajärvi	Haapajärvi	K	K	K
Haapakoski		Hps		Traffic operating point	393+454	Pieksämäki–Kontiomäki	Pieksämäki	K		K
Haapamäen kyllästämö		Hmk		Switch on a track line	304+940	Orivesi–Seinäjoki	Keuruu		K	
Haapamäki		Hpk		Traffic operating point	300+235	Haapamäki–Jyväskylä, Orivesi–Seinäjoki	Keuruu	K	K	K
Haarajoki		Haa		Traffic operating point	39+567	Kerava–Hakosilta	Järvenpää	K		
Hakosilta		Hlt		Traffic operating point	119+540	Kerava–Hakosilta, Riihimäki–Kouvola	Hollola	K		
Haksi	Hax	Hsi		Stopping point	56+737	Olli–Porvoo	Porvoo			
Hamina	Fredrikshamn	Hma		Traffic operating point	243+646	Juurikorpi–Hamina	Hamina	M	K	K
Hammaslahti		Hsl		Traffic operating point	602+199	Kouvola–Joensuu	Joensuu	K		K
Hanala	Hanaböle	Hna		Traffic operating point	21+394	Helsinki–Riihimäki	Vantaa	K		
Hangonsaari		Hgs		Traffic operating point	269+655	Uusikaupunki–Hangonsaari	Uusikaupunki		K	K
Hanhikoski		Hnh		Switch on a track line	1047+083	Laurila–Kemijärvi	Kemijärvi			K
Hankasalmi		Hks		Traffic operating point	418+089	Jyväskylä–Pieksämäki	Hankasalmi	K	K	K
HANKO		**Han**		**Divided Traffic Operating Point**	–	**Karjaa–Hanko**		**K**		
Hanko asema	*Hangö*	*Hnk*	*Hanko*	*Part of a Traffic Operating Point (Hanko)*	*207+119*		*Hanko*		*K*	*K*
Hanko tavara		*Hnkt*		*Part of a Traffic Operating Point (Hanko)*	*206+350*		*Hanko*			*K*
Hanko-Pohjoinen	*Hangö Norra*	*Hkp*		*Part of a Traffic Operating Point (Hanko)*	*205+935*		*Hanko*			
Harjavalta		Hva		Traffic operating point	295+542	Kokemäki–Pori	Harjavalta	K	K	K
Harju		Hj		Traffic operating point	201+643	Kouvola–Pieksämäki	Kouvola	K		K
Harviala		Hrv		Traffic operating point	99+456	Riihimäki–Tampere	Janakkala	K		
Haukipudas		Hd		Traffic operating point	775+159	Oulu–Laurila	Oulu	K		K
Haukivuori		Hau		Traffic operating point	344+442	Kouvola–Pieksämäki	Mikkeli	K		K
HAUSJÄRVI		**Hjr**		**Divided Traffic Operating Point**	–	**Riihimäki–Kouvola**		**K**		

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Hausjärvi tavara		*Has*		*Part of a Traffic Operating Point (Hausjärvi)*	*86+210*		*Hausjärvi*			*K*
Oitti		*Oi*		*Part of a Traffic Operating Point (Hausjärvi)*	*86+809*		*Hausjärvi*			
Haviseva		Hvs		Traffic operating point	208+135	Tampere–Jyväskylä	Kangasala	K		
Heikkilä		Hek		Traffic operating point	34+856	Helsinki–Turku satama	Kirkkonummi	K		
Heinola		Ha		Traffic operating point	167+607	Lahti–Heinola	Heinola	M	K	K
Heinoo		Hno		Traffic operating point	237+965	Lielahti–Kokemäki	Sastamala	K		
Heinävaara		Häv		Traffic operating point	648+408	Joensuu–Ilomantsi	Joensuu			K
Heinävesi		Hnv		Traffic operating point	468+135	Pieksämäki–Joensuu	Heinävesi	K		K
HELSINKI		**Hel**		**Divided Traffic Operating Point**	–	**Helsinki–Turku satama, Helsinki–Riihimäki**		**M**		
Helsinki asema	*Helsingfors*	*Hki*	*Helsinki päärautatieasema*	*Part of a Traffic Operating Point (Helsinki)*	*0+159*		*Helsinki*			*K*
Pasila asema	*Böle*	*Psl*	*Pasila*	*Part of a Traffic Operating Point (Helsinki)*	*3+230*		*Helsinki*			
Pasila autojuna-asema	*Böle biltågstation*	*Pau*		*Part of a Traffic Operating Point (Helsinki)*	*4+319*		*Helsinki*			
Ilmala asema		*Ila*	*Ilmala*	*Part of a Traffic Operating Point (Helsinki)*	*4+434*		*Helsinki*			
Helsinki Kivihaka	*Stenhagen*	*Khk*		*Part of a Traffic Operating Point (Helsinki)*	*4+701*		*Helsinki*			
Pasila tavara		*Pslt*		*Part of a Traffic Operating Point (Helsinki)*	*4+748*		*Helsinki*		*K*	*K*
Ilmala ratapiha		*Ilr*		*Part of a Traffic Operating Point (Helsinki)*	*4+950*		*Helsinki*		*K*	*K*
Käpylä	*Kottby*	*Käp*		*Part of a Traffic Operating Point (Helsinki)*	*5+840*		*Helsinki*			
Oulunkylä	*Åggelby*	*Olk*		*Part of a Traffic Operating Point (Helsinki)*	*7+399*		*Helsinki*		*K*	
Herrala		Hr		Stopping point	115+790	Riihimäki–Kouvola	Hollola			
Hiirola		Hir		Traffic operating point	318+957	Kouvola–Pieksämäki	Mikkeli	K		
Hikiä		Hk		Stopping point	79+743	Riihimäki–Kouvola	Hausjärvi		K	
Hillosensalmi		Hls		Traffic operating point	233+344	Kouvola–Pieksämäki	Kouvola	K		
Hinthaara	Hindhår	Hh		Stopping point	52+150	Olli–Porvoo	Porvoo			
Hirvineva		Hvn		Traffic operating point	715+500	Seinäjoki–Oulu	Liminka	K		K
Humppila		Hp		Traffic operating point	188+778	Toijala–Turku	Humppila	K	K	K
Huopalahti	Hoplax	Hpl		Traffic operating point	6+375	Helsinki–Turku satama, Huopalahti–Havukoski	Helsinki	K		
Huutokoski		Hko		Traffic operating point	406+988	Pieksämäki–Joensuu, Huutokoski–Savonlinna	Joroinen	K	K	
Hyrynsalmi		Hys		Traffic operating point	704+601	Kontiomäki–Ämmänsaari	Hyrynsalmi	M		K
Hyvinkää	Hyvinge	Hy		Traffic operating point	58+792	Helsinki–Riihimäki, Hyvinkää–Karjaa	Hyvinkää	K	K	K
Hämeenlinna	Tavastehus	Hl		Traffic operating point	107+559	Riihimäki–Tampere	Hämeenlinna	K	K	K
Härmä		Hm		Traffic operating point	472+940	Seinäjoki–Oulu	Kauhava	K		K
Höljäkkä		Höl		Stopping point	765+261	Joensuu–Nurmes	Nurmes		K	K
Ii		Ii		Traffic operating point	789+165	Oulu–Laurila	Ii	K		K
Iisalmen teollisuusraiteet	Keveli	Itr		Switch on a track line	548+611	Pieksämäki–Kontiomäki	Iisalmi		K	K
Iisalmi	Idensalmi	Ilm		Traffic operating point	550+360	Iisalmi–Ylivieska, Pieksämäki–Kontiomäki	Iisalmi	K	K	K
Iittala		Ita		Stopping point	129+286	Riihimäki–Tampere	Hämeenlinna			
Ilomantsi	Ilomants	Ilo		Traffic operating point	695+203	Joensuu–Ilomantsi	Ilomantsi	M	K	K

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
IMATRA		**Ima**		**Divided Traffic Operating Point**	**326+542**	**Kouvola–Joensuu, Imatra tavara–Imatrankoski-raja**	**Imatra**	**K**		
Imatra asema		*Imr*	*Imatra*	*Part of a Traffic Operating Point (Imatra)*	*323+977*		*Imatra*			
Imatra tavara		*Imt*		*Part of a Traffic Operating Point (Imatra)*	*326+542*		*Imatra*		*K*	*K*
Imatrankoski		*Imk*		*Part of a Traffic Operating Point (Imatra)*	*331+267*		*Imatra*		*K*	*K*
Pelkola		*Pa*		*Part of a Traffic Operating Point (Imatra)*	*335+672*		*Imatra*		*K*	*K*
Imatrankoski-raja		Imkr		Traffic operating point	337+095	Imatra tavara–Imatrankoski-raja	Imatra			
Inha		In		Switch on a track line	341+367	Orivesi–Seinäjoki	Ähtäri			K
Inkeroinen		Ikr		Traffic operating point	212+781	Kouvola–Kotka	Kouvola	K	K	K
Inkoo	Ingå	Iko		Traffic operating point	70+620	Helsinki–Turku satama	Inkoo	K		K
Isokyrö	Storkyro	Iky		Traffic operating point	447+488	Seinäjoki–Vaasa	Isokyrö	K		K
Jaalanka		Jlk		Switch on a track line	859+000	Oulu–Kontiomäki	Vaala			
Jalasjärvi		Jal		Traffic operating point	309+871	Tampere–Seinäjoki	Kurikka	K		K
Jepua	Jeppo	Jpa		Traffic operating point	495+784	Seinäjoki–Oulu	Uusikaarlepyy	K		K
JOENSUU		**Joe**		**Divided Traffic Operating Point**	**–**	**Pieksämäki–Joensuu, Kouvola–Joensuu, Joensuu–Ilomantsi, Joensuu–Nurmes**		**M**		
Joensuu Sulkulahti		*Sul*		*Part of a Traffic Operating Point (Joensuu)*	*622+650*		*Joensuu*			*K*
Joensuu Peltola		*Plt*		*Part of a Traffic Operating Point (Joensuu)*	*623+540*		*Joensuu*		*K*	*K*
Joensuu asema		*Jns*	*Joensuu*	*Part of a Traffic Operating Point (Joensuu)*	*624+313*		*Joensuu*			*K*
Jokela		Jk		Traffic operating point	47+937	Helsinki–Riihimäki	Tuusula	K		K
Joroinen	Jorois	Jor		Switch on a track line	414+617	Huutokoski–Savonlinna	Joroinen			K
Jorvas		Jrs		Stopping point	32+322	Helsinki–Turku satama	Kirkkonummi			
Joutseno		Jts		Traffic operating point	305+826	Kouvola–Joensuu	Lappeenranta	K	K	K
Juankoski		Jki		Traffic operating point	531+995	Siilinjärvi–Viinijärvi	Juankoski	K	K	K
Jutila		Jut		Traffic operating point	94+620	Riihimäki–Kouvola	Kärkölä	K		
Juupajoki		Jj		Stopping point	246+580	Orivesi–Seinäjoki	Juupajoki			
Juurikorpi		Jri		Traffic operating point	224+898	Kouvola–Kotka, Juurikorpi–Hamina	Kotka	K		
Jyväskylä		Jy		Traffic operating point	340+970	Jyväskylä–Pieksämäki, Haapamäki–Jyväskylä, Jyväskylä–Äänekoski, Tampere–Jyväskylä	Jyväskylä	K	K	K
Jämsä		Jäs		Traffic operating point	284+084	Jämsä–Kaipola, Tampere–Jyväskylä	Jämsä	K		K
Jämsänkoski		Jsk		Traffic operating point	287+917	Tampere–Jyväskylä	Jämsä	K	K	K
Järvelä		Jr		Traffic operating point	103+596	Riihimäki–Kouvola	Kärkölä	K	K	K
JÄRVENPÄÄ		**Jvp**		**Divided Traffic Operating Point**	**–**	**Helsinki–Riihimäki**		**K**		
Järvenpää asema	*Träskända*	*Jp*	*Järvenpää*	*Part of a Traffic Operating Point (Järvenpää)*	*36+786*		*Järvenpää*			
Saunakallio		*Sau*		*Part of a Traffic Operating Point (Järvenpää)*	*38+846*		*Järvenpää*		*K*	*K*
Purola		*Pur*		*Part of a Traffic Operating Point (Järvenpää)*	*40+533*		*Järvenpää*	*K*		
Kaipiainen		Kpa		Traffic operating point	214+451	Kouvola–Joensuu	Kouvola	K	K	K
Kaipola		Kla		Traffic operating point	290+303	Jämsä–Kaipola	Jämsä		K	K
Kairokoski		Kko		Switch on a track line	423+184	Parkano–Kihniö	Parkano			K
Kaitjärvi		Kjr		Traffic operating point	226+912	Kouvola–Joensuu	Luumäki	K		

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Kajaani	Kajana	Kaj		Traffic operating point	633+491	Pieksämäki–Kontiomäki, Kajaani–Lamminniemi	Kajaani	K		K
Kaleton		Ktn		Switch on a track line	320+875	Haapamäki–Jyväskylä	Keuruu			
Kalkku		Kau		Traffic operating point	199+471	Lielahti–Kokemäki	Tampere	K	K	
Kalliovarasto		Kao		Switch on a track line	644+770	Pieksämäki–Kontiomäki	Kajaani		K	
Kallislahti		Kll		Switch on a track line	465+822	Huutokoski–Savonlinna	Savonlinna			K
Kalvitsa		Ksa		Traffic operating point	330+634	Kouvola–Pieksämäki	Mikkeli	K		K
Kangas		Kgs		Traffic operating point	642+464	Seinäjoki–Oulu	Ylivieska	K		K
Kannelmäki	Gamlas	Kan		Traffic operating point	9+300	Huopalahti–Havukoski	Helsinki	K		
Kannonkoski		Ksi		Traffic operating point	488+694	Äänekoski–Haapajärvi	Kannonkoski	M		K
Kannus		Kns		Traffic operating point	591+582	Seinäjoki–Oulu	Kannus	K		K
Karhejärvi		Krr		Traffic operating point	224+902	Tampere–Seinäjoki	Ylöjärvi	K		K
Karhukangas		Khg		Traffic operating point	621+508	Seinäjoki–Oulu	Ylivieska	K		
Karjaa	Karis	Kr		Traffic operating point	157+817	Helsinki–Turku satama, Hyvinkää–Karjaa, Karjaa–Hanko	Raasepori	K	K	K
Karkku		Kru		Traffic operating point	230+733	Lielahti–Kokemäki	Sastamala	K		K
Karviainen		Kar		Traffic operating point	247+320	Toijala–Turku	Aura	K		
Kaskinen	Kaskö	Ksk		Traffic operating point	530+522	Seinäjoki–Kaskinen	Kaskinen	K	K	K
Kattilaharju		Kth		Traffic operating point	205+556	Kouvola–Joensuu	Kouvola	K		
Kauhajoki		Kji		Traffic operating point	472+720	Seinäjoki–Kaskinen	Kauhajoki	K		
Kauhava		Kha		Traffic operating point	455+728	Seinäjoki–Oulu	Kauhava	K	K	K
KAUKLAHTI		**Kal**		**Divided Traffic Operating Point**	–	**Helsinki–Turku satama**		**K**		
Kauklahti asema	*Köklax*	*Klh*	*Kauklahti*	*Part of a Traffic Operating Point (Kauklahti)*	*24+277*		*Espoo*			*K*
Mankki	*Mankby*	*Mnk*		*Part of a Traffic Operating Point (Kauklahti)*	*25+401*		*Kirkkonummi*		*K*	
Kaulinranta		Klr		Traffic operating point	963+350	Tornio–Kolari	Ylitornio	K		
Kauniainen	Grankulla	Kni		Traffic operating point	16+054	Helsinki–Turku satama	Kauniainen	K		K
Kauppilanmäki		Kpl		Traffic operating point	568+751	Pieksämäki–Kontiomäki	Iisalmi	K		K
Kausala		Ka		Stopping point	169+425	Riihimäki–Kouvola	Iitti			
Keitelepohja		Ktp		Traffic operating point	519+256	Äänekoski–Haapajärvi	Viitasaari	M		K
Kekomäki		Kek		Traffic operating point	79+288	Riihimäki–Kouvola	Hausjärvi	K		
Kemi		Kem		Traffic operating point	858+300	Oulu–Laurila, Kemi–Ajos	Kemi	K	K	K
Kemijärvi		Kjä		Traffic operating point	1056+399	Kemijärvi–Kelloselkä, Laurila–Kemijärvi	Kemijärvi	K	K	K
Kempele		Kml		Traffic operating point	741+075	Seinäjoki–Oulu	Kempele	K		K
Kera		Kea		Stopping point	14+536	Helsinki–Turku satama	Espoo			
KERAVA		**Kev**		**Divided Traffic Operating Point**	–	**Helsinki–Riihimäki, Kerava–Hakosilta, Kerava–Sköldvik, Kerava–Vuosaari**		**K**		
Kerava asema	*Kervo*	*Ke*	*Kerava*	*Part of a Traffic Operating Point (Kerava)*	*28+869*		*Kerava*		*K*	*K*
Kytömaa		*Kyt*		*Part of a Traffic Operating Point (Kerava)*	*31+274*		*Kerava*			
Kerimäki		Kiä		Traffic operating point	495+531	Savonlinna–Parikkala	Savonlinna	K		K
Kesälahti		Kti		Traffic operating point	428+003	Kouvola–Joensuu	Kitee	K		
Keuruu		Keu		Traffic operating point	316+041	Haapamäki–Jyväskylä	Keuruu	K		K
Kihniö		Kiö		Traffic operating point	444+460	Parkano–Kihniö	Kihniö	M		K
Kiiala	Kiala	Kia		Stopping point	60+013	Olli–Porvoo	Porvoo			
Kilo		Kil		Stopping point	13+035	Helsinki–Turku satama	Espoo			
Kilpua		Kua		Traffic operating point	668+910	Seinäjoki–Oulu	Oulainen	K		K
Kinahmi		Knh		Switch on a track line	508+922	Siilinjärvi–Viinijärvi	Kuopio		K	

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Kinni		Kii		Traffic operating point	247+982	Kouvola–Pieksämäki	Mäntyharju	K		
Kirjola		Kij		Switch on a track line	384+475	Kouvola–Joensuu	Parikkala		K	
Kirkkonummi	Kyrkslätt	Kkn		Traffic operating point	37+503	Helsinki–Turku satama	Kirkkonummi	K		K
Kirkniemi	Gerknäs	Krn		Traffic operating point	136+261	Hyvinkää–Karjaa	Lohja	K	K	K
Kitee		Kit		Traffic operating point	460+016	Kouvola–Joensuu	Kitee	K	K	K
Kiukainen		Kn		Traffic operating point	297+395	Kokemäki–Rauma	Eura	K		K
Kiuruvesi		Krv		Traffic operating point	583+985	Iisalmi–Ylivieska	Kiuruvesi	K	K	K
Kivesjärvi		Kvj		Traffic operating point	878+146	Oulu–Kontiomäki	Paltamo	K		
Kivistö		Ktö		Stopping point	12+281	Huopalahti–Havukoski	Vantaa			
Kohtavaara		Koh		Stopping point	775+927	Joensuu–Nurmes	Nurmes			
Koivu		Kvu		Traffic operating point	923+373	Laurila–Kemijärvi	Tervola	K		K
Koivuhovi	Björkgård	Kvh		Stopping point	17+861	Helsinki–Turku satama	Espoo			
Koivukylä	Björkby	Kvy		Stopping point	19+440	Helsinki–Riihimäki	Vantaa			
Kokemäki	Kumo	Kki		Traffic operating point	284+442	Lielahti–Kokemäki, Kokemäki–Rauma, Kokemäki–Pori	Kokemäki	K		K
Kokkola	Karleby	Kok		Traffic operating point	551+441	Kokkola–Ykspihlaja, Seinäjoki–Oulu	Kokkola	K	K	K
Kolari		Kli		Traffic operating point	1067+206	Tornio–Kolari	Kolari	K		K
Kolho		Klo		Stopping point	286+265	Orivesi–Seinäjoki	Mänttä-Vilppula			K
Kolppi	Kållby	Kpi		Traffic operating point	525+100	Seinäjoki–Oulu	Pedersöre	K		K
Kommila		Kmm		Traffic operating point	429+700	Varkaus–Kommila	Varkaus		K	K
Komu		Kom		Switch on a track line	607+174	Iisalmi–Ylivieska	Pyhäjärvi		K	
Kontiolahti		Khi		Traffic operating point	640+295	Joensuu–Nurmes	Kontiolahti	K		K
Kontiomäki		Kon		Traffic operating point	658+786	Nurmes–Kontiomäki, Oulu–Kontiomäki, Kontiomäki–Ämmänsaari, Pieksämäki–Kontiomäki, Kontiomäki–Vartius-raja	Paltamo	K	K	K
Koria		Kra		Stopping point	185+374	Riihimäki–Kouvola	Kouvola			
Korkeakoski		Kas		Traffic operating point	247+910	Orivesi–Seinäjoki	Juupajoki	K	K	K
Korso		Krs		Stopping point	22+669	Helsinki–Riihimäki	Vantaa			
Korvensuo		Ksu		Traffic operating point	50+500	Kerava–Hakosilta	Mäntsälä	K		
Koskenkorva		Kos		Traffic operating point	442+447	Seinäjoki–Kaskinen	Ilmajoki	M		K
KOTKA		**Kot**		**Divided Traffic Operating Point**	–	**Kouvola–Kotka, Kotka Hovinsaari–Kotka Mussalo**		**M**		
Kotka Hovinsaari		*Hos*		*Part of a Traffic Operating Point (Kotka)*	*240+400*		*Kotka*		*K*	*K*
Kotka tavara		*Ktt*		*Part of a Traffic Operating Point (Kotka)*	*240+870*		*Kotka*			*K*
Paimenportti		*Pti*		*Part of a Traffic Operating Point (Kotka)*	*241+190*		*Kotka*			
Kotka asema		*Kta*	*Kotka*	*Part of a Traffic Operating Point (Kotka)*	*242+775*		*Kotka*		*K*	*K*
Kotkan satama		*Kts*		*Part of a Traffic Operating Point (Kotka)*	*243+579*		*Kotka*		*K*	*K*
Kotolahti		*Koo*		*Part of a Traffic Operating Point (Kotka)*	*245+243*		*Kotka*		*K*	*K*
Kotka Mussalo		*Mss*		*Part of a Traffic Operating Point (Kotka)*	*247+057*		*Kotka*		*K*	*K*
KOUVOLA		**Kvl**		**Divided Traffic Operating Point**	–	**Riihimäki–Kouvola, Kouvola–Pieksämäki, Kouvola–Kotka, Kouvola–Joensuu, Kouvola–Kuusankoski**		**M**		
Kouvola asema		*Kv*	*Kouvola*	*Part of a Traffic Operating Point (Kouvola)*	*191+540*		*Kouvola*		*K*	*K*

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Kouvola lajittelu		*Kvla*		*Part of a Traffic Operating Point (Kouvola)*	*192+570*		*Kouvola*		*K*	*K*
Kouvola tavara		*Kvt*		*Part of a Traffic Operating Point (Kouvola)*	*194+050*		*Kouvola*		*K*	*K*
Kouvola Oikoraide		*Oik*		*Part of a Traffic Operating Point (Kouvola)*	*194+460*		*Kouvola*			
Kullasvaara		*Kuv*		*Part of a Traffic Operating Point (Kouvola)*	*197+300*		*Kouvola*			
Kovjoki		Koi		Traffic operating point	508+925	Seinäjoki–Oulu	Uusikaarlepyy	K		
Kruunupyy	Kronoby	Kpy		Traffic operating point	537+585	Seinäjoki–Oulu	Kruunupyy	K	K	K
Kuivasjärvi		Kis		Traffic operating point	276+327	Tampere–Seinäjoki	Parkano	K		K
KUOPIO		**Kpo**		**Divided Traffic Operating Point**	–	**Pieksämäki–Kontiomäki**		**M**		
Kuopio asema		*Kuo*	*Kuopio*	*Part of a Traffic Operating Point (Kuopio)*	*464+590*		*Kuopio*			*K*
Kuopio tavara		*Kuot*		*Part of a Traffic Operating Point (Kuopio)*	*465+500*		*Kuopio*		*K*	*K*
Kurkimäki		Krm		Traffic operating point	444+074	Pieksämäki–Kontiomäki	Kuopio	K		K
Kuurila		Ku		Traffic operating point	138+769	Riihimäki–Tampere	Hämeenlinna	K		
Kuusankoski		Kuk		Traffic operating point	199+290	Kouvola–Kuusankoski	Kouvola	M	K	K
Kylänlahti		Kyn		Stopping point	742+960	Joensuu–Nurmes	Lieksa			
Kymi	Kymmene	Ky		Traffic operating point	233+450	Kouvola–Kotka	Kotka	M	K	K
Kyminlinna		Kln		Stopping point	237+229	Kouvola–Kotka	Kotka			
Kyrö		Kö		Traffic operating point	232+875	Toijala–Turku	Karinainen	K		K
Kälviä	Kelviå	Klv		Traffic operating point	570+323	Seinäjoki–Oulu	Kokkola	K		
Köykkäri		Kök		Traffic operating point	486+491	Seinäjoki–Oulu	Kauhava	K		
Laajavuori		Lav		Traffic operating point	14+527	Huopalahti–Havukoski	Vantaa	K		
Lahdenperä		Lpr		Traffic operating point	267+080	Tampere–Jyväskylä	Jämsä	K		
Lahnaslampi		Lhn		Traffic operating point	881+053	Vuokatti–Lahnaslampi	Sotkamo		K	K
Lahti	Lahtis	Lh		Traffic operating point	130+170	Riihimäki–Kouvola, Lahti–Heinola, Lahti–Mukkula, Lahti–Loviisan satama	Lahti	K	K	K
Laihia	Laihela	Lai		Traffic operating point	468+916	Seinäjoki–Vaasa	Laihia	K		K
Lakiala		Lak		Traffic operating point	209+214	Tampere–Seinäjoki	Ylöjärvi	K		K
Lamminkoski		Lmk		Traffic operating point	268+785	Tampere–Seinäjoki	Parkano	K		
Lamminniemi		Lam		Traffic operating point	636+664	Kajaani–Lamminniemi	Kajaani		K	K
Lapinjärvi	Lappträsk	Lpj		Traffic operating point	185+432	Lahti–Loviisan satama	Lapinjärvi	M		K
Lapinlahti		Lna		Traffic operating point	525+604	Pieksämäki–Kontiomäki	Lapinlahti	K		K
Lappeenranta	Villmanstrand	Lr		Traffic operating point	287+726	Kouvola–Joensuu, Lappeenranta–Mustolan satama	Lappeenranta	K	K	K
Lappila		Laa		Stopping point	97+693	Riihimäki–Kouvola	Kärkölä			
Lappohja	Lappvik	Lpo		Traffic operating point	189+639	Karjaa–Hanko	Hanko	K	K	K
Lapua	Lappo	Lpa		Traffic operating point	441+094	Seinäjoki–Oulu	Lapua	K	K	K
Larvakytö		Lyö		Traffic operating point	333+057	Tampere–Seinäjoki	Seinäjoki	K		
Laukaa		Lau		Traffic operating point	401+193	Jyväskylä–Äänekoski	Laukaa	K		
Laurila		Lla		Traffic operating point	865+776	Laurila–Kemijärvi, Oulu–Laurila, Laurila–Tornio-raja	Keminmaa	K		K
Lauritsala		Lrs		Traffic operating point	291+936	Kouvola–Joensuu	Lappeenranta	K	K	K
Lautiosaari		Li		Traffic operating point	863+064	Lautiosaari–Elijärvi, Oulu–Laurila	Kemi	K		
Leinelä	Lejle	Lnä		Stopping point	31+146	Huopalahti–Havukoski	Vantaa			
Lentoasema	Flygplatsen	Len		Stopping point	26+575	Huopalahti–Havukoski	Vantaa			
Lelkola		Lkl		Traffic operating point	276+011	Kouvola–Pieksämäki	Hirvensalmi	K		
Lempäälä		Lpä		Traffic operating point	165+928	Riihimäki–Tampere	Lempäälä	K		

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Leppäkoski		Lk		Traffic operating point	87+830	Riihimäki–Tampere	Janakkala	K		
Leppävaara	Alberga	Lpv		Traffic operating point	11+249	Helsinki–Turku satama	Espoo	K		K
Leteensuo		Lts		Traffic operating point	123+554	Riihimäki–Tampere	Hattula	K		
Lieksa		Lis		Traffic operating point	728+121	Joensuu–Nurmes, Lieksa–Pankakoski	Lieksa	K	K	K
Lieksan teollisuuskylä		Ltk		Switch on a track line	728+847	Lieksa–Pankakoski	Lieksa		K	K
Lielahti		Llh		Traffic operating point	193+393	Tampere–Seinäjoki, Lielahti–Kokemäki	Tampere	K	K	K
Lievestuore		Lvt		Traffic operating point	402+191	Jyväskylä–Pieksämäki	Laukaa	K	K	K
Liminka	Limingo	Lka		Traffic operating point	728+483	Seinäjoki–Oulu	Liminka	K		K
Lohiluoma		Luo		Switch on a track line	463+619	Seinäjoki–Kaskinen	Kurikka			
Lohja	Lojo	Lo		Traffic operating point	122+965	Hyvinkää–Karjaa	Lohja	K		K
Loimaa		Lm		Traffic operating point	208+870	Toijala–Turku	Loimaa	K		K
Louhela	Klippsta	Loh		Stopping point	13+190	Huopalahti–Havukoski	Vantaa			
Loukolampi		Lol		Traffic operating point	360+013	Kouvola–Pieksämäki	Pieksämäki	K		
Loviisan satama	Lovisa hamn	Lvs		Traffic operating point	207+209	Lahti–Loviisan satama	Loviisa	M	K	K
Luikonlahti		Lui		Traffic operating point	557+061	Siilinjärvi–Viinijärvi	Kaavi	K	K	K
Luoma	Bobäck	Lma		Stopping point	27+807	Helsinki–Turku satama	Kirkkonummi			
Lusto		Lus		Stopping point	509+170	Savonlinna–Parikkala	Savonlinna			
Luumäki		Lä		Traffic operating point	250+540	Kouvola–Joensuu, Luumäki–Vainikkala-raja	Luumäki	K	K	K
Lähdemäki		Läh		Traffic operating point	79+373	Kerava–Hakosilta	Orimattila	K		
Länkipohja		Läp		Traffic operating point	256+024	Tampere–Jyväskylä	Jämsä	K		
Maanselkä		Mlk		Traffic operating point	836+049	Nurmes–Kontiomäki	Sotkamo	M		K
Maaria	St Marie	Mri		Traffic operating point	262+070	Toijala–Turku	Turku	K		
Madesjärvi		Md		Traffic operating point	291+821	Tampere–Seinäjoki	Kurikka	K		K
Majajärvi		Mjj		Traffic operating point	216+317	Tampere–Seinäjoki	Ylöjärvi	K		
Malmi	Malm	Ml		Traffic operating point	10+900	Helsinki–Riihimäki	Helsinki	K		
Malminkartano	Malmgård	Mlo		Stopping point	10+730	Huopalahti–Havukoski	Helsinki			
Mankala		Mka		Traffic operating point	160+050	Riihimäki-Kouvola	Iitti	K		
Markkala		Mrk		Traffic operating point	403+737	Pieksämäki–Kontiomäki	Suonenjoki	K		
Martinlaakso	Mårtensdal	Mrl		Stopping point	14+010	Huopalahti–Havukoski	Vantaa	K		
Masala	Masaby	Mas		Stopping point	29+561	Helsinki–Turku satama	Kirkkonummi			
Matkaneva		Mtv		Traffic operating point	562+607	Seinäjoki–Oulu	Kokkola	K		
Mattila		Mat		Traffic operating point	159+906	Riihimäki–Tampere	Lempäälä	K		
Meltola	Mjölbolsta	Mel		Switch on a track line	149+862	Hyvinkää–Karjaa	Raasepori		K	
Metsäkansa		Msä		Switch on a track line	155+811	Toijala–Valkeakoski	Valkeakoski			K
Mikkeli	St Michel	Mi		Traffic operating point	305+165	Kouvola–Pieksämäki	Mikkeli	K	K	K
Misi		Mis		Traffic operating point	1021+255	Laurila–Kemijärvi	Rovaniemi	M		K
Mommila		Mla		Stopping point	91+430	Riihimäki–Kouvola	Hausjärvi			
Muhos		Mh		Traffic operating point	788+424	Oulu–Kontiomäki	Muhos	K		K
Mukkula		Muk		Traffic operating point	140+012	Lahti–Mukkula	Lahti		K	K
Murtomäki		Mur		Traffic operating point	613+165	Pieksämäki–Kontiomäki, Murtomäki–Talvivaara, Murtomäki–Otanmäki	Kajaani	K		K
Mustio	Svartå	Mso		Switch on a track line	143+000	Hyvinkää–Karjaa	Raasepori			K
Mustolan satama		Mst		Traffic operating point	296+720	Lappeenranta–Mustolan satama	Lappeenranta		K	
Muukko		Mko		Traffic operating point	297+112	Kouvola–Joensuu	Lappeenranta	K		
Muurame		Muu		Traffic operating point	324+768	Tampere–Jyväskylä	Muurame	K		K
Muurola		Mul		Traffic operating point	948+494	Laurila–Kemijärvi	Rovaniemi	K		K
Myllykangas		Mys		Traffic operating point	815+693	Oulu–Laurila	Ii	K		

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Myllykoski		Mki		Stopping point	203+742	Kouvola–Kotka	Kouvola	K		
Myllymäki		My		Stopping point	333+721	Orivesi–Seinäjoki	Ähtäri			K
Myllyoja		Myl		Traffic operating point	161+727	Lahti–Heinola	Heinola	K	K	K
Mynttilä		Myt		Traffic operating point	270+889	Kouvola–Pieksämäki, Mynttilä–Ristiina	Mäntyharju	K		
Mynämäki		Myn		Traffic operating point	229+607	Turku–Uusikaupunki	Mynämäki	K		
Myyrmäki	Myrbacka	Myr		Traffic operating point	12+130	Huopalahti–Havukoski	Vantaa	K		
Mäkkylä		Mäk		Stopping point	9+511	Helsinki–Turku satama	Espoo			
Mäntsälä		Mlä		Traffic operating point	59+210	Kerava–Hakosilta	Mäntsälä	K		
Mänttä		Män		Traffic operating point	282+740	Vilppula–Mänttä	Mänttä-Vilppula		K	K
Mäntyharju		Mr		Traffic operating point	262+680	Kouvola–Pieksämäki	Mäntyharju	K		K
Mäntyluoto		Mn		Traffic operating point	342+020	Pori–Mäntyluoto	Pori	K	K	K
Naantali	Nådendal	Nnl		Traffic operating point	213+193	Raisio–Naantali	Naantali		K	K
Naarajärvi		Nri		Traffic operating point	449+862	Jyväskylä–Pieksämäki	Pieksämäki	K		K
Nakkila		Nal		Traffic operating point	308+091	Kokemäki–Pori	Nakkila	K		
Nastola		Nsl		Stopping point	146+169	Riihimäki–Kouvola	Nastola			
Niemenpää		Nmp		Traffic operating point	923+605	Tornio–Kolari	Tornio	K		
Niinimaa		Nii		Switch on a track line	383+155	Orivesi–Seinäjoki	Alavus			
Niinimäki		Nmä		Traffic operating point	172+534	Riihimäki–Kouvola	Iitti			
Niirala		Nrl		Traffic operating point	555+846	Niirala-raja–Säkäniemi	Tohmajärvi	M	K	K
Niirala-raja		Nrlr		Traffic operating point	554+080	Niirala-raja–Säkäniemi	Tohmajärvi			
Niittylahti		Nth		Traffic operating point	613+475	Kouvola–Joensuu	Joensuu	K		
Nikkilä	Nickby	Nlä		Stopping point	39+176	Kerava–Sköldvik	Sipoo			
Nivala		Nvl		Traffic operating point	676+878	Iisalmi–Ylivieska	Nivala	K		K
Nokia		Noa		Traffic operating point	204+004	Lielahti–Kokemäki	Nokia	K	K	K
Nummela		Nm		Traffic operating point	109+368	Hyvinkää–Karjaa	Vihti	K		K
Nuppulinna		Nup		Stopping point	44+210	Helsinki–Riihimäki	Tuusula			
Nurmes		Nrm		Traffic operating point	784+420	Nurmes–Kontiomäki, Joensuu–Nurmes	Nurmes	K	K	K
Närpiö	Närpes	När		Switch on a track line	518+255	Seinäjoki–Kaskinen	Närpiö			
Ohenmäki		Ohm		Switch on a track line	542+264	Pieksämäki–Kontiomäki	Iisalmi			K
Olli		Olli		Switch on a track line	45+734	Kerava–Sköldvik, Olli–Porvoo	Porvoo	K		
Onttola		Ont		Switch on a track line	631+177	Pieksämäki–Joensuu	Joensuu		K	K
Orimattila		Om		Switch on a track line	150+407	Lahti–Loviisan satama	Orimattila			K
Orivesi		Ov		Traffic operating point	228+276	Tampere–Jyväskylä, Orivesi–Seinäjoki	Orivesi	K		K
Orivesi keskusta		Ovk		Stopping point	231+512	Orivesi–Seinäjoki	Orivesi			
Otanmäki		Otm		Traffic operating point	638+822	Murtomäki–Otanmäki	Kajaani		K	K
Otava		Ot		Traffic operating point	290+521	Kouvola–Pieksämäki	Mikkeli	K		K
Otavan satama		Ots		Traffic operating point	292+885	Otava–Otavan satama	Mikkeli		K	K
Oulainen		Ou		Traffic operating point	657+850	Seinäjoki–Oulu	Oulainen	K	K	K
OULU		**Oul**		**Divided Traffic Operating Point**	–	**Seinäjoki–Oulu, Oulu–Kontiomäki, Oulu–Laurila**		**M**		
Oulu Nokela		*Nok*		*Part of a Traffic Operating Point (Oulu)*	*750+030*		*Oulu*		*K*	*K*
Oulu Oritkari		*Ori*		*Part of a Traffic Operating Point (Oulu)*	*751+180*		*Oulu*		*K*	*K*
Oulu tavara		*Olt*		*Part of a Traffic Operating Point (Oulu)*	*751+360*		*Oulu*		*K*	*K*
Oulu asema	*Uleåborg*	*Ol*	*Oulu*	*Part of a Traffic Operating Point (Oulu)*	*752+778*		*Oulu*			*K*

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Oulu Tuira		*Tua*		*Part of a Traffic Operating Point (Oulu)*	*755+510*		*Oulu*		*K*	*K*
Paimio	Pemar	Po		Traffic operating point	171+885	Helsinki–Turku satama	Paimio	K		
Palopuro		Plp		Traffic operating point	54+535	Helsinki–Riihimäki	Hyvinkää	K		
Paltamo		Pto		Traffic operating point	901+579	Oulu–Kontiomäki	Paltamo	K		K
Pankakoski		Pas		Traffic operating point	731+865	Lieksa–Pankakoski	Lieksa		K	K
Parikkala		Par		Traffic operating point	387+302	Kouvola–Joensuu, Savonlinna–Parikkala	Parikkala	K		K
Parkano		Pko		Traffic operating point	262+483	Parkano–Kihniö, Tampere–Seinäjoki	Parkano	K	K	K
Parola		Prl		Traffic operating point	115+764	Riihimäki–Tampere	Hattula	K	K	K
Patokangas		Ptg		Traffic operating point	1065+000	Kemijärvi–Patokangas	Kemijärvi			K
Pello		Pel		Traffic operating point	1002+632	Tornio–Kolari	Pello	K	K	
Peltosalmi		Pmi		Traffic operating point	545+355	Pieksämäki–Kontiomäki	Iisalmi			
Peräseinäjoki		Psj		Traffic operating point	318+481	Tampere–Seinäjoki	Seinäjoki	K	K	K
Pesiökylä		Psk		Traffic operating point	732+752	Kontiomäki–Ämmänsaari	Suomussalmi	M		K
Petäjävesi		Pvi		Traffic operating point	343+357	Haapamäki–Jyväskylä	Petäjävesi	K		K
PIEKSÄMÄKI		**Pie**		**Divided Traffic Operating Point**	–	**Kouvola–Pieksämäki, Pieksämäki–Kontiomäki, Jyväskylä–Pieksämäki, Pieksämäki–Joensuu**	**Pieksämäki**	**M**		
Pieksämäki asema		*Pm*	*Pieksämäki*	*Part of a Traffic Operating Point (Pieksämäki)*	*376+000*		*Pieksämäki*		*K*	*K*
Pieksämäki Temu		*Tmu*		*Part of a Traffic Operating Point (Pieksämäki)*	*377+340*		*Pieksämäki*		*K*	*K*
Pieksämäki lajittelu		*Pmla*		*Part of a Traffic Operating Point (Pieksämäki)*	*378+640*		*Pieksämäki*		*K*	*K*
Pieksämäki tavara		*Pmt*		*Part of a Traffic Operating Point (Pieksämäki)*	*379+960*		*Pieksämäki*		*K*	*K*
Pietarsaari	Jakobstad	Pts		Traffic operating point	528+780	Pännäinen–Pietarsaari, Pietarsaari–Alholma	Pietarsaari	M		K
Pihlajavesi		Ph		Traffic operating point	312+500	Orivesi–Seinäjoki	Keuruu	K		K
Pihtipudas		Pp		Traffic operating point	540+605	Äänekoski–Haapajärvi	Pihtipudas	M		K
Piikkiö	Pikis	Pik		Traffic operating point	182+785	Helsinki–Turku satama	Kaarina	K		K
Pikkarala		Pkl		Traffic operating point	771+765	Oulu–Kontiomäki	Oulu	K	K	
Pitäjänmäki	Sockenbacka	Pjm		Stopping point	8+474	Helsinki–Turku satama	Helsinki			
Pohjankuru	Skuru	Pku		Traffic operating point	94+907	Helsinki–Turku satama	Raasepori	K	K	K
Pohjois-Haaga	Norra Haga	Poh		Stopping point	8+050	Huopalahti–Havukoski	Helsinki			
Pohjois-Louko		Plu		Traffic operating point	329+329	Tampere–Seinäjoki	Seinäjoki	K		
Poikkeus		Pkk		Traffic operating point	254+744	Tampere–Seinäjoki	Parkano	K		
Poiksilta		Poi		Switch on a track line	416+728	Kouvola–Joensuu	Kitee			K
Pori	Björneborg	Pri		Traffic operating point	322+278	Pori–Aittaluoto, Pori–Mäntyluoto, Kokemäki–Pori	Pori	K	K	K
Porokylä		Por		Switch on a track line	787+046	Nurmes–Kontiomäki	Nurmes		K	K
Porvoo	Borgå	Prv		Traffic operating point	62+287	Olli–Porvoo	Porvoo			K
Puhos		Pus		Traffic operating point	452+808	Kouvola–Joensuu	Kitee	K	K	K
Puistola	Parkstad	Pla		Stopping point	14+050	Helsinki–Riihimäki	Helsinki			
Pukinmäki	Bocksbacka	Pmk		Stopping point	9+442	Helsinki–Riihimäki	Helsinki			
Pulsa		Pl		Traffic operating point	262+491	Luumäki–Vainikkala-raja	Lappeenranta	K		K
Punkaharju		Pun		Traffic operating point	515+111	Savonlinna–Parikkala	Savonlinna	K	K	K
Pyhäkumpu		Pyk		Traffic operating point	615+415	Pyhäkumpu erkanemisvaihde– Pyhäkumpu	Pyhäjärvi		K	
Pyhäkumpu erkanemisvaihde		Pye		Traffic operating point	613+511	Iisalmi–Ylivieska, Pyhäkumpu erkanemisvaihde– Pyhäkumpu	Pyhäjärvi	K		
Pyhäsalmi		Phä		Traffic operating point	615+934	Iisalmi–Ylivieska	Pyhäjärvi	K		K
Pännäinen	Bennäs	Pnä		Traffic operating point	518+604	Pännäinen–Pietarsaari, Seinäjoki–Oulu	Pedersöre	K		K

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Raahe	Brahestad	Rhe		Traffic operating point	726+726	Raahe–Rautaruukki, Tuomioja–Raahe	Raahe	K	K	K
Raippo		Rpo		Traffic operating point	270+052	Luumäki–Vainikkala-raja	Lappeenranta	K	K	K
Raisio	Reso	Rai		Traffic operating point	207+829	Turku–Uusikaupunki, Raisio–Naantali	Raisio	K	K	K
Rajamäki		Rm		Traffic operating point	72+267	Hyvinkää–Karjaa	Nurmijärvi			K
Rajaperkiö		Rjp		Traffic operating point	448+396	Seinäjoki–Oulu	Lapua	K		
Rantasalmi		Rmi		Traffic operating point	445+165	Huutokoski–Savonlinna	Rantasalmi	K		K
Rasinsuo		Ras		Traffic operating point	258+510	Kouvola–Joensuu	Luumäki	K		
Ratikylä		Rlä		Traffic operating point	284+344	Tampere–Seinäjoki	Kihniö	K		K
Rauha		Rah		Traffic operating point	318+490	Kouvola–Joensuu	Lappeenranta	K		K
Rauhalahti		Rhl		Switch on a track line	380+510	Jyväskylä–Pieksämäki	Jyväskylä		K	K
Rauma	Raumo	Rma		Traffic operating point	331+659	Kokemäki–Rauma	Rauma	K	K	K
Raunio		Rio		Traffic operating point	464+845	Seinäjoki–Oulu	Kauhava	K		
Rautaruukki		Rat		Traffic operating point	730+050	Raahe–Rautaruukki	Raahe		K	K
Rautjärvi		Rjä		Traffic operating point	345+788	Kouvola–Joensuu	Rautjärvi	K		
Rautpohja		Rph		Switch on a track line	372+829	Haapamäki–Jyväskylä	Jyväskylä		K	
Rekola	Räckhals	Rkl		Stopping point	20+615	Helsinki–Riihimäki	Vantaa			
Retretti		Ree		Stopping point	507+500	Savonlinna–Parikkala	Savonlinna			
RIIHIMÄKI		**Rii**		**Divided Traffic Operating Point**	–	**Helsinki–Riihimäki, Riihimäki–Kouvola, Riihimäki–Tampere**		**K**		
Riihimäki Arolampi		*Arp*		*Part of a Traffic Operating Point (Riihimäki)*	*66+600*		*Hausjärvi*			
Riihimäki tavara		*Rit*		*Part of a Traffic Operating Point (Riihimäki)*	*68+773*		*Riihimäki*			*K*
Riihimäki lajittelu		*Rila*		*Part of a Traffic Operating Point (Riihimäki)*	*70+068*		*Riihimäki*			*K*
Riihimäki asema		*Ri*	*Riihimäki*	*Part of a Traffic Operating Point (Riihimäki)*	*71+410*		*Riihimäki*		*K*	*K*
Riijärvi		Rjr		Traffic operating point	502+567	Seinäjoki–Oulu	Uusikaarlepyy	K		
Riippa		Rpa		Traffic operating point	577+477	Seinäjoki–Oulu	Kokkola	K		
Ristiina		Rst		Traffic operating point	291+162	Mynttilä–Ristiina	Mikkeli	M	K	K
Ristijärvi		Rjv		Traffic operating point	676+804	Kontiomäki–Ämmänsaari	Ristijärvi	K		
Rovaniemi		Roi		Traffic operating point	971+775	Laurila–Kemijärvi	Rovaniemi	K	K	K
Ruha		Rha		Traffic operating point	431+132	Seinäjoki–Oulu	Lapua	K		
Runni		Rnn		Stopping point	568+518	Iisalmi–Ylivieska	Iisalmi			
Ruukki		Rki		Traffic operating point	705+228	Seinäjoki–Oulu	Siikajoki	K		K
Ruusumäki		Rsm		Traffic operating point	20+285	Huopalahti–Havukoski	Vantaa	K		
Ryttylä		Ry		Traffic operating point	80+770	Riihimäki–Tampere	Hausjärvi	K	K	K
Röyttä		Röy		Traffic operating point	893+917	Tornio–Röyttä	Tornio		K	K
Saakoski		Saa		Traffic operating point	305+373	Tampere–Jyväskylä	Jyväskylä	K		
Saari		Sr		Traffic operating point	405+246	Kouvola–Joensuu	Parikkala	K		
Saarijärvi		Srj		Traffic operating point	452+723	Äänekoski–Haapajärvi	Saarijärvi	M		K
Salminen		Sln		Traffic operating point	426+718	Pieksämäki–Kontiomäki, Pieksämäki–Kontiomäki	Suonenjoki	K		K
Salo		Slo		Traffic operating point	143+981	Helsinki–Turku satama	Salo	K		K
Sammalisto		Sam		Traffic operating point	74+487	Riihimäki–Tampere	Riihimäki	K		
Santala	Sandö	Sta		Stopping point	196+908	Karjaa–Hanko	Hanko			
Saunamäki		Smä		Traffic operating point	180+534	Riihimäki–Kouvola	Iitti			
Savio		Sav		Stopping point	26+265	Helsinki–Riihimäki	Kerava			
SAVONLINNA		**Svl**		**Divided Traffic Operating Point**	–	**Savonlinna–Parikkala, Huutokoski–Savonlinna**				

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Savonlinna asema	*Nyslott*	*Sl*	*Savonlinna*	*Part of a Traffic Operating Point (Savonlinna)*	*482+797*		*Savonlinna*	*K*		
Pääskylahti		*Pky*		*Part of a Traffic Operating Point (Savonlinna)*	*484+913*		*Savonlinna*	*K*		*K*
SEINÄJOKI		**Sei**		**Divided Traffic Operating Point**	–	**Tampere–Seinäjoki, Seinäjoki–Oulu, Orivesi–Seinäjoki, Seinäjoki–Vaasa, Seinäjoki–Kaskinen**		**M**		
Seinäjoki tavara		*Skt*		*Part of a Traffic Operating Point (Seinäjoki)*	*416+580*		*Seinäjoki*		*K*	*K*
Seinäjoki asema		*Sk*	*Seinäjoki*	*Part of a Traffic Operating Point (Seinäjoki)*	*418+001*		*Seinäjoki*		*K*	*K*
Selänpää		Spä		Traffic operating point	209+869	Kouvola–Pieksämäki	Kouvola	K		
Sieppijärvi		Spj		Traffic operating point	1045+904	Tornio–Kolari	Kolari	K		K
Sievi		Svi		Traffic operating point	613+592	Seinäjoki–Oulu	Sievi	K		K
Siikamäki		Skä		Traffic operating point	389+747	Pieksämäki–Joensuu	Pieksämäki	K		
SIILINJÄRVI		**Sii**		**Divided Traffic Operating Point**	–	**Siilinjärvi–Viinijärvi, Pieksämäki–Kontiomäki**		**K**	**K**	**K**
Siilinjärvi asema		*Sij*		*Part of a Traffic Operating Point (Siilinjärvi)*	*489+718*		*Siilinjärvi*	*K*	*K*	*K*
Ruokosuo		*Rsu*		*Part of a Traffic Operating Point (Siilinjärvi)*	*494+735*		*Siilinjärvi*	*K*	*K*	*K*
Simo		Sim		Traffic operating point	833+715	Oulu–Laurila	Simo	K		K
Simpele		Spl		Traffic operating point	368+317	Kouvola–Joensuu	Rautjärvi	K	K	K
Sipilä		Sip		Traffic operating point	68+697	Kerava–Hakosilta, Kerava–Hakosilta	Mäntsälä	K		
Sisättö		Stö		Traffic operating point	235+602	Tampere–Seinäjoki	Ikaalinen	K		
Siuntio	Sjundeå	Sti		Traffic operating point	51+285	Helsinki–Turku satama	Siuntio	K		
Siuro		Siu		Traffic operating point	213+355	Lielahti–Kokemäki	Nokia	K		K
Skogby		Sgy		Stopping point	184+790	Karjaa–Hanko	Raasepori			
Sköldvik	Kilpilahti	Sld		Traffic operating point	56+360	Kerava–Sköldvik	Porvoo	M	K	K
Soinlahti		Soa		Switch on a track line	559+651	Pieksämäki–Kontiomäki	Iisalmi		K	K
Sorsasalo		Sor		Switch on a track line	473+754	Pieksämäki–Kontiomäki	Kuopio		K	
Sukeva		Skv		Traffic operating point	589+222	Pieksämäki–Kontiomäki	Sonkajärvi	K		K
Suolahti		Suo		Traffic operating point	417+796	Jyväskylä–Äänekoski	Äänekoski	K	K	K
Suonenjoki		Snj		Traffic operating point	413+842	Pieksämäki–Kontiomäki, Suonenjoki–Yläkoski	Suonenjoki	K		K
Suoniemi		Snm		Traffic operating point	220+655	Lielahti–Kokemäki	Nokia	K		
Syrjä		Syr		Switch on a track line	452+865	Pieksämäki–Joensuu	Heinävesi			K
Syrjämäki		Ski		Traffic operating point	341+621	Tampere–Seinäjoki	Seinäjoki	K		
Sysmäjärvi		Smj		Traffic operating point	669+601	Sysmäjärvi–Vuonos, Siilinjärvi–Viinijärvi	Outokumpu	K	K	K
Säkäniemi		Sä		Traffic operating point	480+242	Niirala-raja–Säkäniemi, Kouvola–Joensuu	Tohmajärvi	K		
Sänkimäki		Skm		Switch on a track line	504+505	Siilinjärvi–Viinijärvi	Kuopio			K
Sääksjärvi		Sj		Traffic operating point	177+734	Riihimäki–Tampere	Tampere	K		
Taavetti		Ta		Traffic operating point	238+589	Kouvola–Joensuu	Luumäki	K	K	K
Tahkoluoto		Tko		Traffic operating point	350+750	Pori–Mäntyluoto	Pori		K	K
Taipale		Te		Traffic operating point	537+605	Pieksämäki–Kontiomäki	Iisalmi	K		
Talviainen		Tv		Traffic operating point	247+245	Tampere–Jyväskylä	Orivesi	K		K
Talvivaara		Tlv		Traffic operating point	637+700	Murtomäki–Talvivaara				
Tammisaari	Ekenäs	Tms		Stopping point	174+056	Karjaa–Hanko	Raasepori			
TAMPERE		**Tre**		**Divided Traffic Operating Point**	–	**Riihimäki–Tampere, Tampere–Seinäjoki, Tampere–Jyväskylä**		**M**		
Tampere tavara		*Tpet*		*Part of a Traffic Operating Point (Tampere)*	184+100		*Tampere*		*K*	*K*

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Tampere Viinikka		*Vka*		*Part of a Traffic Operating Point (Tampere)*	*185+400*		*Tampere*		*K*	*K*
Tampere asema	*Tammerfors*	*Tpe*	*Tampere asema*	*Part of a Traffic Operating Point (Tampere)*	*187+389*		*Tampere*			*K*
Tampere Järvensivu		*Jvs*		*Part of a Traffic Operating Point (Tampere)*	*187+814*		*Tampere*			
Tapanila	Mosabacka	Tna		Stopping point	12+610	Helsinki–Riihimäki	Helsinki			
Tapavainola		Tap		Traffic operating point	270+405	Kouvola–Joensuu	Lappeenranta	K		
Tavastila		Tsl		Stopping point	228+854	Kouvola–Kotka	Kotka			
Tervajoki		Tk		Stopping point	460+156	Seinäjoki–Vaasa	Isokyrö			
Tervola		Trv		Traffic operating point	900+521	Laurila–Kemijärvi	Tervola	K		K
Teuva	Östermark	Tuv		Traffic operating point	497+474	Seinäjoki–Kaskinen	Teuva	M		K
Tikkala		Tkk		Traffic operating point	592+461	Kouvola–Joensuu	Tohmajärvi	K		
Tikkaperä		Tkp		Traffic operating point	720+741	Seinäjoki–Oulu	Liminka	K		
TIKKURILA		**Tik**		**Divided Traffic Operating Point**		**Helsinki–Riihimäki, Huopalahti–Havukoski**				
Havukoski		*Hvk*		*Part of a Traffic Operating Point (Tikkurila)*	*17+725*		*Vantaa*	*K*		
Hiekkaharju	*Sandkulla*	*Hkh*		*Part of a Traffic Operating Point (Tikkurila)*	*17+109*		*Vantaa*			
Tikkurila asema	*Dickursby*	*Tkl*		*Part of a Traffic Operating Point (Tikkurila)*	*15+861*		*Vantaa*	*K*	*K*	*K*
Tohmajärvi		Toh		Traffic operating point	571+752	Niirala-raja–Säkäniemi	Tohmajärvi	K		K
Toijala		Tl		Traffic operating point	147+339	Toijala–Turku, Riihimäki–Tampere, Toijala–Valkeakoski	Akaa	K	K	K
Toivala		Toi		Traffic operating point	479+162	Pieksämäki–Kontiomäki	Siilinjärvi	K		K
Tolsa	Tolls	Tol		Stopping point	35+453	Helsinki–Turku satama	Kirkkonummi			
Tommola		Tom		Traffic operating point	117+197	Riihimäki–Kouvola	Hollola	K		
Torkkeli		Trk		Traffic operating point	240+154	Tampere–Jyväskylä	Orivesi	K		
TORNIO		**Trn**		**Divided Traffic Operating Point**	–	**Tornio–Röyttä, Tornio–Kolari, Laurila–Tornio-raja**		**K**		
Tornio asema	*Torneå*	*Tor*	*Tornio*	*Part of a Traffic Operating Point (Tornio)*	*884+656*		*Tornio*	*K*	*K*	*K*
Tornio-raja	*Torneå gränsen*	*Trr*		*Part of a Traffic Operating Point (Tornio)*	*887+190*		*Tornio*			
Tornio-Itäinen	Torneå Östra	Tri		Stopping point	883+307	Laurila–Tornio-raja	Tornio			
Tuomarila	Domsby	Trl		Stopping point	19+022	Helsinki–Turku satama	Espoo			
Tuomioja		Tja		Traffic operating point	698+504	Seinäjoki–Oulu, Tuomioja–Raahe	Siikajoki	K		K
Turenki		Tu		Traffic operating point	93+771	Riihimäki–Tampere	Janakkala	K	K	K
TURKU		**Tur**		**Divided Traffic Operating Point**	–	**Helsinki–Turku satama, Toijala–Turku, Turku–Uusikaupunki**	**Turku**	**K**		
Kupittaa	*Kuppis*	*Kut*		*Part of a Traffic Operating Point (Turku)*	*196+372*		*Turku*			
Turku asema	*Åbo*	*Tku*	*Turku päärautatieasema*	*Part of a Traffic Operating Point (Turku)*	*199+674*		*Turku*		*K*	*K*
Turku tavara		*Tkut*		*Part of a Traffic Operating Point (Turku)*	*200+460*		*Turku*		*K*	*K*
Turku satama	*Åbo hamn*	*Tus*		*Part of a Traffic Operating Point (Turku)*	*202+510*		*Turku*		*K*	
Tuupovaara		Tpv		Traffic operating point	668+672	Joensuu–Ilomantsi	Joensuu			K
Tuuri		Tuu		Stopping point	366+962	Orivesi–Seinäjoki	Alavus			K
Törmä		Tör		Traffic operating point	878+075	Laurila–Kemijärvi	Keminmaa	K		

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Törölä		Trä		Traffic operating point	264+972	Kouvola–Joensuu	Lappeenranta	K		
Uimaharju		Uim		Traffic operating point	674+451	Joensuu–Nurmes	Joensuu	K	K	K
Urjala		Ur		Traffic operating point	165+588	Toijala–Turku	Urjala	K		K
Utajärvi		Utj		Traffic operating point	810+502	Oulu–Kontiomäki	Utajärvi	K		K
Utti		Uti		Switch on a track line	204+085	Kouvola–Joensuu	Kouvola			K
Uusikaupunki	Nystad	Ukp		Traffic operating point	264+795	Uusikaupunki–Hangonsaari, Turku–Uusikaupunki	Uusikaupunki	K	K	K
Uusikylä		Ukä		Traffic operating point	150+722	Riihimäki–Kouvola	Nastola	K		K
Vaajakoski		Vko		Traffic operating point	384+866	Jyväskylä–Pieksämäki	Jyväskylä	K		K
Vaala		Vaa		Traffic operating point	844+671	Oulu–Kontiomäki	Vaala	K		K
Vaarala		Vra		Switch on a track line	981+481	Laurila–Kemijärvi	Rovaniemi			K
Vaasa	Vasa	Vs		Traffic operating point	492+588	Seinäjoki–Vaasa	Vaasa	K	K	K
Vahojärvi		Vjr		Traffic operating point	244+926	Tampere–Seinäjoki	Parkano	K		
VAINIKKALA		**Vai**		**Divided Traffic Operating Point**	–	**Luumäki–Vainikkala-raja**		**M**		
Vainikkala tavara		*Vnat*		*Part of a Traffic Operating Point (Vainikkala)*	*281+700*		*Lappeenranta*		*K*	*K*
Vainikkala asema		*Vna*	*Vainikkala*	*Part of a Traffic Operating Point (Vainikkala)*	*282+784*		*Lappeenranta*		*K*	*K*
Vainikkala-raja		Vnar		Traffic operating point	284+862		Lappeenranta			
Valimo	Gjuteriet	Vmo		Stopping point	7+480	Helsinki–Turku satama	Helsinki			
Valkeakoski		Vi		Traffic operating point	164+952	Toijala–Valkeakoski	Valkeakoski	M	K	K
Valkeasuo		Vso		Switch on a track line	583+976	Niirala-raja–Säkäniemi	Tohmajärvi			K
Valtimo		Vlm		Traffic operating point	808+636	Nurmes–Kontiomäki	Valtimo	M		K
Vammala		Vma		Traffic operating point	245+885	Lielahti–Kokemäki	Sastamala	K		K
Vanattara		Vtr		Traffic operating point	172+340	Riihimäki–Tampere	Lempäälä	K		
Vantaankoski	Vandaforsen	Vks		Stopping point	14+907	Huopalahti–Havukoski	Vantaa			
Varkaus		Var		Traffic operating point	424+685	Pieksämäki–Joensuu, Varkaus–Kommila	Varkaus	K	K	K
Vartius		Vus		Traffic operating point	753+755	Kontiomäki–Vartius-raja	Kuhmo	M		K
Vartius-raja		Vur		Traffic operating point	755+856	Kontiomäki–Vartius-raja	Kuhmo			
Vasikkahaka		Vkh		Traffic operating point	31+175	Helsinki–Turku satama	Kirkkonummi	K		
Vehkala	Veckal	Veh		Stopping point	15+997	Huopalahti–Havukoski	Vantaa			
Venetmäki		Vki		Traffic operating point	433+164	Jyväskylä–Pieksämäki	Pieksämäki	K		
Vesanka		Vn		Traffic operating point	364+469	Haapamäki–Jyväskylä	Jyväskylä	K		
Viekki		Vk		Switch on a track line	753+979	Joensuu–Nurmes	Lieksa			K
Vierumäki		Vrm		Switch on a track line	153+801	Lahti–Heinola	Heinola			K
Vihanti		Vti		Traffic operating point	684+573	Seinäjoki–Oulu	Raahe	K	K	K
Vihtari		Vih		Traffic operating point	489+889	Pieksämäki–Joensuu	Heinävesi	K		K
Viiala		Via		Traffic operating point	154+288	Riihimäki–Tampere	Akaa	K		K
Viinijärvi		Vnj		Traffic operating point	656+569	Siilinjärvi–Viinijärvi, Pieksämäki–Joensuu	Liperi	K		K
Villähde		Vlh		Traffic operating point	140+442	Riihimäki–Kouvola	Nastola	K		
Vilppula		Vlp		Traffic operating point	274+760	Orivesi–Seinäjoki, Vilppula–Mänttä	Mänttä-Vilppula	K	K	K
Vinnilä		Vin		Traffic operating point	131+243	Riihimäki–Tampere	Hämeenlinna	K		
Virkamies		Vms		Traffic operating point	25+931	Huopalahti–Havukoski	Vantaa	K		
Voltti		Vt		Traffic operating point	479+402	Seinäjoki–Oulu	Kauhava	K		K
Vuohijärvi		Vhj		Traffic operating point	221+308	Kouvola–Pieksämäki	Kouvola	K		K
Vuojoki		Vjo		Traffic operating point	318+501	Kokemäki–Rauma	Eurajoki	K		
Vuokatti		Vkt		Traffic operating point	868+838	Nurmes–Kontiomäki, Vuokatti–Lahnaslampi	Sotkamo	M	K	K
Vuonislahti		Vsl		Traffic operating point	705+240	Joensuu–Nurmes	Lieksa	K		
Vuonos		Vns		Traffic operating point	588+808	Sysmäjärvi–Vuonos	Outokumpu			K

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Liikenteenohjaus	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Annat namn	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växlning
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Vuosaari		Vsa		Traffic operating point	50+184	Kerava–Vuosaari	Helsinki	K	K	K
YKSPIHLAJA		**Yks**		**Divided Traffic Operating Point**	–	**Kokkola–Ykspihlaja**				
Ykspihlaja tavara		Ykst		*Part of a Traffic Operating Point (Ykspihlaja)*	553+900		Kokkola		K	K
Ykspihlaja väliratapiha		Yksv		*Part of a Traffic Operating Point (Ykspihlaja)*	555+511		Kokkola		K	K
Ylistaro		Yst		Stopping point	439+558	Seinäjoki–Vaasa	Seinäjoki			
Ylitornio		Ytr		Stopping point	946+139	Tornio–Kolari	Ylitornio			
Ylivalli		Ylv		Traffic operating point	302+016	Tampere–Seinäjoki	Kurikka	K	K	K
Ylivieska		Yv		Traffic operating point	630+343	Iisalmi–Ylivieska, Seinäjoki–Oulu	Ylivieska	M	K	K
Yläkoski		Ylk		Traffic operating point	416+849	Suonenjoki–Yläkoski	Suonenjoki		K	K
Ylämylly		Yly		Traffic operating point	639+019	Pieksämäki–Joensuu	Liperi	K		K
Ylöjärvi		Ylö		Traffic operating point	200+753	Tampere–Seinäjoki	Ylöjärvi	K		K
Ypykkävaara		Ypy		Traffic operating point	729+780	Kontiomäki–Vartius-raja	Kuhmo	K		K
Äetsä		Äs		Traffic operating point	258+280	Lielahti–Kokemäki	Sastamala	K		K
Ähtäri	Etseri	Äht		Traffic operating point	346+067	Orivesi–Seinäjoki	Ähtäri	K		K
Ämmänsaari		Äm		Traffic operating point	750+448	Kontiomäki–Ämmänsaari	Suomussalmi	M		K
Äänekoski		Äki		Traffic operating point	424+515	Jyväskylä–Äänekoski, Äänekoski–Haapajärvi	Äänekoski	K	K	K

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Ahonpää				0	927	—	—	—	—	—	—	—	—	—	—
Ahvenus				0	745	—	—	—	—	—	—	—	—	—	—
Ainola	270	270	550	2	—	—	—	—	—	—	—	H	—	—	—
Airaksela				0	842	—	—	—	—	—	—	—	T	—	—
Aittaluoto				0	—	—	—	—	—	—	—	—	T	—	—
Ajos				0	—	—	—	—	Y	Y	—	—	T	—	—
Alapitkä				0	664	25 A	—	—	K	—	—	—	T	—	—
Alavus	80	203	265	2	711	—	—	—	K	—	—	H	T	—	—
Alholma				0	—	—	—	—	Y	Y	—	—	T	—	—
Arola				0	1088	25 A	24	—	K	—	—	—	T	—	—
Asola				0	—	—	—	—	—	—	—	—	—	—	—
Aviapolis	230	230	550	2	—	—	—	—	—	—	—	H	—	—	—
Dragsvik		70	550	1	925	—	—	—	—	—	—	H	—	—	—
Dynamiittivaihde				0	—	—	—	—	—	—	—	—	T	—	—
Eläinpuisto-Zoo		99	265	1	—	—	—	—	—	—	—	H	—	—	—
Eno		80	550	1	664	25 A	—	—	K	—	—	H	T	—	—
Ervelä				0	748	—	—	—	—	—	—	—	—	—	—
Eskola				0	950	—	—	—	—	—	—	—	—	—	—
Espoo	240	322	550	4	326	—	—	—	—	—	—	H	—	—	—
Haapajärvi		84	265	1	731	25 A	—	—	K Y	—	—	H	T	—	—
Haapakoski				0	763	—	—	—	K	—	—	—	—	—	—
Haapamäen kyllästämö				0	—	—	—	—	—	—	—	—	T	—	—
Haapamäki	188	325	265 (265)	3 (1)	644	63 A	60	—	K	—	—	H	T	22	—
Haarajoki	220	220	550	2	240	—	—	—	—	—	—	H	—	—	—
Hakosilta				0	—	—	—	—	—	—	—	—	—	—	—
Haksi				0	—	—	—	—	—	—	—	—	—	—	—
Hamina				0	834	25 A	18	K	Y	Y	Y	—	T	—	K
Hammaslahti				0	686	—	—	—	Y	—	—	—	T	—	—
Hanala				0	—	—	—	—	—	—	—	—	—	—	—
Hangonsaari				0	—	—	—	—	—	—	—	—	T	—	—
Hanhikoski				0	—	—	20	—	K	—	—	—	T	—	—
Hankasalmi	233	289	265	2	766	25A	20	K	K	—	—	H	T	—	—
HANKO															
Hanko asema		*150*	*550*	*1*	*274*	*63 A*	*113*	*K*	—	—	—	*H*	—	—	—
Hanko tavara				*0*	737	—	—	—	—	*Y*	*Y*	—	*T*	—	—
Hanko-Pohjoinen		*68*	*550*	*1*	—	—	—	—	—	—	—	*H*	—	—	—
Harjavalta	250	250	550	2	766	25 A	—	—	K	—	—	H	T	—	—
Harju				0	789	—	—	—	—	—	—	—	—	—	—
Harviala				0	—	—	—	—	—	—	—	—	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Haukipudas				0	833	—	11	—	K	—	—	—	—	—	—
Haukivuori	(199)	(200)	(265)	(2)	894	—	—	—	K	—	—	—	T	—	—
HAUSJÄRVI														—	
Hausjärvi tavara				0	656	—	—	—	K	Y	—	—	—	—	—
Oitti	102	102	550	2	—	—	—	—	—	—	—	H	—	—	—
Haviseva				0	—	—	—	—	—	—	—	—	—	—	—
Heikkilä				0	—	—	—	—	—	—	—	—	—	—	—
Heinola		(107)	(265)	(1)	613	—	15	—	K	—	—	—	T	—	—
Heinoo				0	734	—	—	—	—	—	—	—	—	—	—
Heinävaara				0	—	—	—	—	K	—	—	—	T	—	—
Heinävesi	100	206	265	2	570	—	9	—	K	—	—	H	T	—	—
HELSINKI															
Helsinki asema	265	477	550	19	455	—	—	—	—	—	—	H	—	—	—
Pasila asema	319	432	550	10	—	—	—	—	—	—	—	H	—	22	—
Pasila autojuna-asema	450	450	550	2	—	63 A	—	K	—	—	—	H	—	—	—
Ilmala asema	270	270	550	2	—	—	—	—	—	—	—	H	—	—	—
Helsinki Kivihaka				0	—	—	—	—	—	—	—	—	—	—	—
Pasila tavara				0	727	63 A	230	K	K Y	Y	—	—	T	—	—
Ilmala ratapiha				0	—	1500 V, 63 A	29	—	—	—	Y	—	—	—	—
Käpylä	(278)	336	550 (265)	2 (2)	141	—	—	—	—	—	—	H	—	—	—
Oulunkylä	266	266	550	2	—	—	—	—	—	—	—	H	—	—	—
Herrala	110	110	550	2	—	—	—	—	—	—	—	H	—	—	—
Hiirola				0	760	—	—	—	—	—	—	—	—	—	—
Hikiä	120	120	550	2	—	—	—	—	—	—	—	H	—	—	—
Hillosensalmi		(165)	(550)	(1)	800	—	—	—	—	—	—	—	—	—	—
Hinthaara	(55)	(65)	(265)	(3)	—	—	—	—	—	—	—	—	—	—	—
Hirvineva				0	753	—	—	—	—	—	—	—	—	—	—
Humppila	245	427	550	3	753	25 A	29	—	Y	—	—	H	T	—	—
Huopalahti	270	270	550	4	287	—	—	—	—	—	—	H	—	—	—
Huutokoski				0	659	—	—	—	—	—	—	—	—	—	—
Hyrynsalmi		(100)	(265)	(1)	732	25 A	12	—	K	—	—	—	T	—	—
Hyvinkää	104	332	550 (265)	3 (1)	814	25 A	20	—	—	—	—	H	T	20	—
Hämeenlinna	257	450	550	3	1038	25 A	34	K	K	—	—	H	T	—	—
Härmä		-		0	808	—	—	—	K	—	—	—	T	—	—
Höljäkkä		60	265	1	—	—	—	—	K Y	—	—	H	T	—	—
Ii		(92)	(265)	(1)	687	—	—	—	K	—	—	—	—	—	—
Iisalmen teollisuusraiteet				0	—	—	—	—	Y	—	—	—	T	—	—
Iisalmi	162	396	265	3	734	1500 V, 63 A	58	K	Y	—	Y	H	T	Y	—
Iittala	170	170	550	2	—	—	—	—	—	—	—	H	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Ilomantsi				0	771	25 A	—	—	K	—	—	—	T	—	—
IMATRA															
Imatra asema		*450*	*265*	*1*	—	—	—	—	—	—	—	*H*	—	—	—
Imatra tavara		*(218)*	*(265)*	*(1)*	*889*	*1500 V, 63 A*	—	—	*K Y*	—	*Y*	—	*T*	*Y*	—
Imatrankoski				*0*	*1197*	—	*18*	—	*K*	—	—	—	*T*	—	—
Pelkola				*0*	*1373*	—	—	—	—	—	—	—	*T*	—	—
Imatrankoski-raja				0	—	—	—	—	—	—	—	—	T	—	—
Inha		(99)	(265)	(1)	—	—	42	—	K	—	—	—	T	—	—
Inkeroinen	120	172	265	3	792	—	21	—	K	—	—	H	T	—	—
Inkoo	100	170	550	2	243	25 A	14	—	—	—	—	H	—	—	—
Isokyrö	110	150	550, 265	2	509	—	—	—	K	—	—	H	T	—	—
Jaalanka				0	—	—	—	—	—	—	—	—	—	—	—
Jalasjärvi		(51)	(550)	(1)	764	—	28	—	K	—	—	—	T	—	—
Jepua				0	825	—	16	—	K	—	—	—	—	—	—
JOENSUU															
Joensuu asema	*239*	*329*	*265*	*3*	*561*	*1500 V, 63 A*	*46*	—	*K*	—	*Y*	*H*	*T*	20, Y	K
Joensuu Peltola				*0*	*621*	—	—	—	*K Y*	*Y*	—	—	*T*	—	K
Joensuu Sulkulahti				*0*	*692*	—	—	—	—	—	—	—	*T*	—	K
Jokela	320	338	550	3	821	—	—	—	—	—	—	H	—	—	—
Joroinen				0	—	—	—	—	—	—	—	—	T	—	—
Jorvas	97	124	265	2	—	—	—	—	—	—	—	H	—	—	—
Joutseno	460	460	550	2	811	—	—	—	K	—	—	H	T	—	—
Juankoski				0	583	25 A	13	—	—	—	—	—	T	—	—
Jutila				0	—	—	—	—	—	—	—	—	—	—	—
Juupajoki		80	550	1	—	—	—	—	—	—	—	H	—	—	—
Juurikorpi				0	789	—	—	—	—	—	—	—	—	—	—
Jyväskylä	160	449	550	4	796	1500 V, 63 A	89	K	Y	Y	Y	H	T	—	—
Jämsä	387	387	550	2	769	25 A	—	—	K	—	—	H	T	—	—
Jämsänkoski				0	873	—	—	—	—	—	—	—	T	20	—
Järvelä	122	122	550	3	630	—	12	—	K	—	—	H	T	—	—
JÄRVENPÄÄ														—	
Järvenpää asema	*345*	*393*	*550*	*3*	—	—	*29*	*K*	—	—	—	*H*	*T*	—	—
Saunakallio	*180*	*275*	*550, 265*	*4*	*614*	—	—	—	—	—	—	*H*	*T*	—	—
Purola	*270*	*270*	*550*	*2*	—	—	—	—	—	—	—	*H*	—	—	—
Kaipiainen				0	770	—	19	—	Y	—	—	—	T	—	—
Kaipola				0	—	—	—	—	—	—	—	—	T	—	—
Kaitjärvi				0	1110	—	—	—	—	—	—	—	—	—	—
Kajaani	352	411	265	2	845	1500 V, 63 A	122	—	K	—	—	H	T	—	—
Kaleton				0	—	—	27	—	K	—	—	—	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Kalkku				0	—	—	100	—	Y	—	—	—	T	—	—
Kalliovarasto				0	—	—	—	—	—	—	—	—	—	—	—
Kalvitsa				0	867	—	—	—	K	—	—	—	T	—	—
Kangas				0	935	—	—	—	—	—	—	—	—	—	—
Kannelmäki	226	226	550	2	—	—	—	—	—	—	—	H	—	—	—
Kannonkoski				0	—	—	13	—	K	—	—	—	T	—	—
Kannus	339	420	265	2	—	—	—	—	—	—	—	H	—	—	—
Karhejärvi				0	778	25A	4	—	K	—	—	—	—	—	—
Karhukangas				0	840	—	—	—	—	—	—	—	—	—	—
Karjaa	248	352	550	4	765	63 A	—	—	K	—	Y	H	T	20	—
Karkku		250	550	1	856	—	—	—	—	—	—	H	—	—	—
Karviainen				0	745	—	—	—	—	—	—	—	—	—	—
Kaskinen				0	843	—	—	—	Y	—	—	—	T	Y	—
Kattilaharju				0	—	—	—	—	—	—	—	—	—	—	—
Kauhajoki				0	—	—	—	—	—	—	—	—	—	—	—
Kauhava		450	550	1	803	—	—	—	K	—	—	H	T	—	—
KAUKLAHTI															
Kauklahti asema	*270*	*270*	*550*	*3*	*447*	—	—	—	—	—	—	*H*	—	—	—
Mankki	*126*	*136*	*265*	*2*	—	—	—	—	—	—	—	*H*	—	—	—
Kaulinranta				0	—	—	—	—	—	—	—	—	—	—	—
Kauniainen	194	204	265	3	269	—	—	—	—	—	—	H	T	—	—
Kauppilanmäki				0	634	—	—	—	K	—	—	—	T	—	—
Kausala	120	120	550	2	—	—	—	—	—	—	—	H	—	—	—
Keitelepohja				0	—	—	—	—	K	—	—	—	T	—	—
Kekomäki				0	—	—	—	—	—	—	—	—	—	—	—
Kemi	450	450	550	3	949	63 A	148	—	K	—	Y	H	T	Y	—
Kemijärvi		352	265	1	501	1500 V, 63 A	6	K	K Y	—	—	H	T	—	—
Kemira				0	501	—	—	—	—	—	—	—	T	—	—
Kempele		(119)	(265)	(1)	762	25 A	9	—	K	—	—	—	—	—	—
Kera	216	224	265	2	—	—	—	—	—	—	—	H	—	—	—
KERAVA															
Kerava asema	*270*	*392*	*550*	*4*	*789*	*25 A*	—	—	—	—	*Y*	*H*	—	*20*	—
Kytömaa				*0*	*790*	—	—	—	—	—	—	—	—	—	—
Kerimäki		108	265	1	398	—	—	—	K	—	—	H	T	—	—
Kesälahti		322	265	1	671	—	—	—	—	—	—	H	T	—	—
Keuruu		111	550	1	678	—	—	—	K	—	—	H	T	—	—
Kihniö				0	644	—	11	—	K	—	—	—	T	—	—
Kiiala				0	—	—	—	—	—	—	—	H	—	—	—
Kilo	270	270	550	2	—	—	—	—	—	—	—	H	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Kilpua				0	751	25 A	—	—	—	—	—	—	—	—	—
Kinahmi				0	—	—	—	—	—	—	—	—	—	—	—
Kinni				0	776	—	—	—	—	—	—	—	—	—	—
Kirjola				0	—	—	—	—	Y	Y	—	—	—	—	—
Kirkkonummi	316	322	550	3	606	—	—	—	K	—	—	H	—	—	—
Kirkniemi				0	585	—	—	—	—	—	—	—	T	—	—
Kitee		355	265	1	660	25 A	18	—	K Y	—	—	H	T	—	—
Kiukainen				0	764	—	14	—	K	—	—	—	—	—	—
Kiuruvesi		126	265	1	675	25 A	80	—	K Y	—	—	H	T	—	—
Kivesjärvi		(54)	(265)	(1)	1118	—	—	—	—	—	—	—	—	—	—
Kivistö	230	230	550	2	—	—	—	—	—	—	—	H	—	—	—
Kohtavaara		56	265	1	—	—	—	—	—	—	—	H	—	—	—
Koivu		(40)	(265)	(1)	617	—	32	—	K	—	—	—	T	—	—
Koivuhovi	278	278	550	2	—	—	—	—	—	—	—	H	—	—	—
Koivukylä	270	270	550	2	—	—	—	—	—	—	—	H	—	—	—
Kokemäki	249	249	550	3	765	25 A	29	—	K	—	—	H	T	—	—
Kokkola	150	482	265	4	829	1500 V, 63	40	—	Y	—	Y	H	T	Y	K
Kolari		451	550	1	792	63 A	22	K	K Y	—	—	H	T	—	—
Kolho		80	550	0	—	—	—	—	Y	—	—	H	T	—	—
Kolppi				0	765	—	—	—	—	—	—	—	—	—	—
Kommila				0	748	25 A	—	—	Y	—	—	—	T	—	—
Komu				0	—	—	—	—	Y	—	—	—	—	—	—
Kontiolahti		(96)	(265)	(1)	577	25 A	—	K	K	—	—	—	T	—	—
Kontiomäki	350	350	265	3	853	63A	31	K	K	—	Y	H	T	Y	—
Koria	120	120	550	2	—	—	—	—	—	—	—	H	—	—	—
Korkeakoski		(72)	(265)	(1)	747	—	—	K	K	—	—	—	T	—	—
Korso	270	270	550	2	—	—	—	—	—	—	—	H	—	—	—
Korvensuo				0	—	—	—	—	—	—	—	—	—	—	—
Koskenkorva				0	—	—	—	—	—	—	—	—	T	—	—
KOTKA															
Kotka Hovinsaari				*0*	*865*	*63 A*	*85*	—	—	—	—	—	*T*	—	—
Kotka tavara				*0*	—	—	—	—	—	—	—	—	*T*	—	—
Paimenportti		*53*	*265*	*1*	—	—	—	—	—	—	—	*H*	—	—	—
Kotka asema		*193*	*265*	*1*	*270*	*63 A*	—	—	—	—	—	*H*	—	Y	—
Kotkan satama		*110*	*265*	*1*	*539*	*63 A*	*280*	—	*K*	—	*Y*	*H*	*T*	—	—
Kotolahti				*0*	*1176*	—	—	—	—	—	—	—	*T*	—	—
Kotka Mussalo				*0*	*1005*	—	*25*	—	*Y*	—	—	—	*T*	—	K
KOUVOLA															
Kouvola asema	*230*	*480*	*550*	*7*	*600*	*1500 V, 63 A*	—	—	*K*	—	*Y*	*H*	—	*Y*	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Kouvola lajittelu				*0*	*988*	*25 A*	*175*	*K*	—	—	—	—	*T*	—	K
Kouvola Oikoraide				*0*	—	—	—	—	—	—	—	—	—	—	—
Kouvola tavara				*0*	*903*	—	*11*	—	—	—	—	—	*T*	—	K
Kullasvaara				*0*	*1364*	—	—	—	—	—	—	—	*T*	—	—
Kovjoki				0	757	—	—	—	—	—	—	—	—	—	—
Kruunupyy				0	747	—	49	—	K	—	—	—	T	—	—
Kuivasjärvi				0	781	—	—	—	K	—	—	—	—	—	—
KUOPIO														—	
Kuopio asema	*90*	*387*	*265*	*4*	*273*	*63 A*	*130*	*K*	*Y*	—	—	*H*	—	—	—
Kuopio tavara				*0*	*787*	*1500 V, 63 A*	*100*	—	*Y*	—	*Y*	—	*T*	Y	—
Kurkimäki				0	734	—	—	—	K	—	—	—	T	—	—
Kuurila				0	—	—	—	—	—	—	—	—	—	—	—
Kuusankoski				0	803	63 A	Y	—	Y	—	—	—	T	—	—
Kylänlahti		57	265	1	—	—	—	—	—	—	—	H	—	—	—
Kymi	32	66	265	2	759	—	—	—	—	—	—	H	—	—	—
Kyminlinna		55	265	1	—	—	—	—	—	—	—	H	—	—	—
Kyrö				0	739	—	—	—	K	—	—	—	T	—	—
Kälviä				0	—	—	—	—	—	—	—	—	—	—	—
Köykkäri				0	763	—	—	—	—	—	—	—	—	—	—
Laajavuori				0	—	—	—	—	—	—	—	—	—	—	—
Lahdenperä				0	777	—	—	—	—	—	—	—	—	—	—
Lahnaslampi				0	—	25 A	—	—	—	—	—	—	T	—	—
Lahti	194	450	550, 265	5	709	63 A	7	K	Y	—	Y	H	T	20	—
Laihia		201	265	1	456	—	—	—	K	—	—	H	T	—	—
Lakiala				0	733	—	—	—	—	—	—	—	—	—	—
Lamminkoski				0	742	—	—	—	—	—	—	—	—	—	—
Lamminniemi				0	—	—	145	—	—	—	—	—	T	—	—
Lapinjärvi				0	—	—	12	—	K	—	—	—	T	—	—
Lapinlahti	301	355	265	2	759	25 A	—	—	K	—	—	H	T	—	—
Lappeenranta	430	450	550, 265	3	739	25 A	60	K	Y	—	Y	H	T	22	—
Lappila	60	60	550	2	—	—	—	—	—	—	—	H	—	—	—
Lappohja		70	550	1	748	—	—	—	—	—	—	H	T	—	—
Lapua		450	550	1	915	—	—	—	K	—	—	H	T	—	—
Larvakytö				0	932	—	—	—	—	—	—	—	—	—	—
Laukaa				0	—	—	—	—	K	—	—	—	—	—	—
Laurila				0	618	—	—	—	—	—	—	—	—	—	—
Lauritsala				0	659	—	—	—	K	—	—	—	T	—	—
Lautiosaari				0	—	—	—	—	—	—	—	—	—	—	—
Leinelä	230	230	550	2	—	—	—	—	—	—	—	H	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Lentoasema	230	230	550	2	—	—	—	—	—	—	—	H	—	—	—
Lelkola				0	802	—	—	—	—	—	—	—	—	—	—
Lempäälä	170	170	550	2	772	—	—	—	—	—	—	H	—	—	—
Leppäkoski				0	—	—	—	—	—	—	—	—	—	—	—
Leppävaara	266	292	550	4	—	—	—	—	—	—	—	H	—	—	—
Leteensuo				0	—	—	—	—	—	—	—	—	—	—	—
Lieksa		151	265	1	677	25 A	24	K	K	—	Y	H	T	20	—
Lieksan teollisuuskylä				0	—	—	20	—	—	—	—	—	T	—	—
Lielahti				0	780	—	8	—	—	—	—	—	T	—	—
Lievestuore		(259)	(265)	(1)	827	25 A	23	—	K	—	—	—	T	—	—
Liminka				0	741	—	—	—	—	—	—	—	—	—	—
Lohiluoma				0	—	—	—	—	—	—	—	—	—	—	—
Lohja				0	596	25 A	25	—	K	—	—	—	T	—	—
Loimaa	252	450	550	2	783	—	—	—	K	—	—	H	T	—	—
Louhela	238	238	550	2	—	—	—	—	—	—	—	H	—	—	—
Loukolampi				0	886	—	—	—	—	—	—	—	—	—	—
Loviisan satama				0	681	25 A	28	—	K Y	Y	—	—	T	—	—
Luikonlahti				0	890	—	—	—	K Y	—	—	—	T	—	—
Luoma	216	216	265	2	—	—	—	—	—	—	—	H	—	—	—
Lusto		124	265	1	—	—	—	—	—	—	—	H	—	—	—
Luumäki				0	1234	—	14	—	Y	—	—	—	T	—	—
Lähdemäki				0	998	—	—	—	—	—	—	—	—	—	—
Länkipohja				0	802	—	—	—	—	—	—	—	—	—	—
Maanselkä				0	—	—	—	—	K	—	—	—	—	—	—
Maaria				0	743	—	—	—	—	—	—	—	—	—	—
Madesjärvi				0	777	25 A	8	—	K	—	—	—	T	—	—
Majajärvi				0	717	—	—	—	—	—	—	—	—	—	—
Malmi	(280)	348	550 (265)	2 (2)	—	—	—	—	—	—	—	H	—	—	—
Malminkartano	284	284	550	2	—	—	—	—	—	—	—	H	—	—	—
Mankala				0	0	—	—	—	—	—	—	—	—	—	—
Markkala				0	753	—	—	—	—	—	—	—	—	—	—
Martinlaakso	236	236	550	2	—	—	—	—	—	—	—	H	—	—	—
Masala	267	267	550	2	—	—	—	—	—	—	—	H	—	—	—
Matkaneva				0	—	—	—	—	—	—	—	—	—	—	—
Mattila				0	—	—	—	—	—	—	—	—	—	—	—
Meltola				0	—	—	10	—	—	—	—	—	T	—	—
Metsäkansa				0	—	—	13	—	K	—	—	—	T	—	—
Mikkeli	352	452	550	3	760	25 A	5	—	K Y	—	Y	H	T	Y	—
Misi		352	265	1	718	63 A	52	K	K	—	—	H	T	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Mommila	120	120	550	2	—	—	—	—	—	—	—	H	—	—	—
Muhos	151	212	265	2	670	25 A	24	—	K	—	—	H	—	—	—
Mukkula				0	—	—	—	—	K	—	—	—	T	—	—
Murtomäki				0	—	—	—	—	K	—	—	—	T	—	—
Mustio				0	—	—	55	—	K	—	—	—	T	—	—
Mustolan satama				0	—	—	—	—	Y	Y	—	—	T	—	—
Muukko				0	787	—	—	—	—	—	—	—	—	—	—
Muurame				0	838	25 A	—	—	—	—	—	—	—	—	—
Muurola	316	317	265	2	724	—	—	—	—	—	—	H	—	—	—
Myllykangas				0	851	—	—	—	—	—	—	—	—	—	—
Myllykoski	110	110	265	2	—	—	—	—	—	—	—	H	—	—	—
Myllymäki		216	265	1	—	—	—	—	K	—	—	H	T	—	—
Myllyoja				0	—	—	—	—	—	—	—	—	T	—	—
Mynttilä				0	—	—	—	—	—	—	—	—	—	—	—
Mynämäki		(124)	(265)	(1)	495	—	—	—	—	—	—	—	—	—	—
Myyrmäki	232	232	550	2	—	—	—	—	—	—	—	H	—	—	—
Mäkkylä	270	288	550	2	—	—	—	—	—	—	—	H	—	—	—
Mäntsälä	220	220	550	2	998	—	—	—	—	—	—	H	—	—	—
Mänttä				0	553	—	—	—	K	—	—	—	T	—	—
Mäntyharju	457	457	550	2	989	—	159	—	K	—	—	H	T	—	—
Mäntyluoto				0	779	—	—	—	Y	Y	—	—	T	—	—
Naantali				0	393	—	20	—	—	—	—	—	T	—	—
Naarajärvi				0	770	—	—	—	K	—	—	—	T	—	—
Nakkila				0	733	—	—	—	—	—	—	—	—	—	—
Nastola	120	120	550	2	—	—	—	—	—	—	—	H	—	—	—
Niemenpää				0	—	—	—	—	—	—	—	—	—	—	—
Niinimaa				0	—	—	—	—	K	—	—	—	—	—	—
Niinimäki				0	1077	—	—	—	—	—	—	—	—	—	—
Niirala		(42)	(265)	(1)	929	25 A	—	—	K	—	—	—	T	—	K
Niirala-raja				0	—	—	—	—	—	—	—	—	T	—	—
Niittylahti				0	695	—	—	—	—	—	—	—	—	—	—
Nikkilä		(30)	(265)	(1)	—	—	—	—	—	—	—	—	—	—	—
Nivala		97	265	1	825	25 A	—	—	K	—	—	H	T	—	—
Nokia		250	550	1	865	—	120	—	K	—	—	H	T	—	—
Nummela				0	328	—	—	—	K	—	—	—	T	—	—
Nuppulinna	210	240	550	2	—	—	—	—	—	—	—	H	—	—	—
Nurmes	73	205	265	2	851	25 A	50	K	—	—	—	H	T	18	—
Närpiö				0	—	—	—	—	—	—	—	—	—	—	—
Ohenmäki				0	—	—	—	—	K	—	—	—	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Olli				0	—	—	—	—	—	—	—	—	—	—	—
Onttola				0	—	—	—	—	—	—	—	—	T	—	—
Orimattila				0	—	—	12	—	K	—	—	—	T	—	—
Orivesi	297	380	550	3	765	25 A	—	—	K	—	—	H	T	13,7	—
Orivesi keskusta		80	550	1	—	—	—	—	—	—	—	H	—	—	—
Otanmäki				0	—	—	—	—	K	—	—	—	T	—	—
Otava		(152)	(265)	(1)	735	—	—	—	K	—	—	—	T	—	—
Otavan satama				0	—	—	—	—	—	—	—	—	—	—	—
Oulainen	450	462	550	3	862	25 A	80	—	K	—	—	H	T	—	—
OULU															
Oulu Nokela				*0*	*990*	*63 A*	—	—	—	—	*Y*	—	*T*	—	—
Oulu Oritkari				*0*	—	*63 A*	*200*	—	*Y*	*Y*	—	—	*T*	—	—
Oulu tavara				*0*	*761*	*25 A*	*6*	—	—	—	—	—	*T*	Y	—
Oulu asema	*366*	*458*	*550, 265*	*3*	*475*	*1500 V, 63*	—	*K*	—	—	—	*H*	—	—	—
Oulu Tuira				*0*	*759*	—	*66*	—	*K*	—	—	—	*T*	—	—
Paimio				0	763	—	—	—	—	—	—	—	—	—	—
Palopuro				0	—	—	—	—	—	—	—	—	—	—	—
Paltamo		230	265	1	664	25 A	—	—	K	—	—	H	T	—	—
Pankakoski				0	—	—	—	—	K Y	—	—	—	T	—	—
Parikkala	210	379	265	3	705	25 A	30	K	—	—	—	H	—	—	—
Parkano	600	600	550	3	943	25 A	10	—	K Y	—	—	H	T	—	—
Parola	192	196	550	2	920	—	31	Y	K	Y	—	H	T	—	—
Patokangas				0	772							—	T	—	—
Pello		454	265	1	585	25 A	35	—	Y	—	—	H	T	—	—
Peltosalmi				0	—	25 A	—	—	K	Y	—	—	T	—	—
Peräseinäjoki				0	762	—	16	—	K	—	—	—	T	—	—
Pesiökylä		(74)	(265)	(1)	—	—	—	—	—	—	—	—	—	—	—
Petäjävesi		142	265	1	762	—	—	—	K	—	—	H	T	—	—
PIEKSÄMÄKI															
Pieksämäki asema	*332*	*611*	*265*	*4*	*499*	*1500 V, 63 A*	*5*	—	*Y*	—	—	*H*	—	—	—
Pieksämäki Temu				*0*	*947*	*63 A*	—	—	*K Y*	—	*Y*	—	—	—	—
Pieksämäki lajittelu				*0*	*954*	—	—	—	—	—	—	—	*T*	—	—
Pieksämäki tavara				*0*	*752*	—	—	—	—	—	—	—	*T*	—	—
Pietarsaari				0	766	25 A	—	—	—	—	—	—	T	—	—
Pihlajavesi	99	120	550, 265	2	546	—	—	—	—	—	—	H	—	—	—
Pihtipudas				0	—	—	—	—	K	—	—	—	T	—	—
Piikkiö				0	303	—	—	—	K	—	—	—	T	—	—
Pikkarala				0	759	—	—	—	—	—	—	—	—	—	—
Pitäjänmäki	270	306	550	2	—	—	—	—	—	—	—	H	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Pohjankuru				0	301	—	—	—	K	Y	—	—	T	—	—
Pohjois-Haaga	240	240	550	2	—	—	—	—	—	—	—	H	—	—	—
Pohjois-Louko				0	—	—	—	—	—	—	—	—	—	—	—
Poikkeus				0	715	—	—	—	—	—	—	—	—	—	—
Poiksilta				0	—	—	—	—	K	—	—	—	T	—	—
Pori	251	251	550	2	733	1500 V, 63 A	—	—	Y	—	Y	H	T	Y	—
Porokylä				0	—	—	—	—	K	—	—	—	T	—	—
Porvoo		118	265	1	—	—	—	—	—	—	—	H	—	Y	—
Puhos				0	648	25 A	13	—	K	—	—	—	T	—	—
Puistola	274	274	550	2	—	—	—	—	—	—	—	H	—	—	—
Pukinmäki	273	279	550	2	—	—	—	—	—	—	—	H	—	—	—
Pulsa				0	1839	—	—	—	—	—	—	—	—	—	—
Punkaharju		201	265	1	435	25 A	—	—	K	—	—	H	T	—	—
Pyhäkumpu				0	342	—	9	—	—	—	—	—	T	—	—
Pyhäkumpu erkanemisvaihde				0	—	—	—	—	—	—	—	—	—	—	—
Pyhäsalmi		105	265	1	668	25 A	—	—	K	—	—	H	T	—	—
Pännäinen	450	450	550	2	750	—	—	—	—	—	—	H	—	—	—
Raahe				0	1147	63 A	53	—	K	—	—	—	T	—	—
Raippo				0	1855	—	144	—	—	—	—	—	T	—	—
Raisio	(111)	(168)	(265)	(3)	—	—	—	—	—	—	—	—	T	—	—
Rajamäki				0	—	—	—	—	K	—	—	—	T	—	—
Rajaperkiö				0	746	—	—	—	—	—	—	—	—	—	—
Rantasalmi				0	784	—	—	—	K	—	—	—	T	—	—
Rasinsuo				0	740	—	—	—	—	—	—	—	—	—	—
Ratikylä				0	748	—	—	—	K	—	—	—	T	—	—
Rauha				0	793	—	—	—	K	—	—	—	T	—	—
Rauhalahti				0	—	—	—	—	—	—	—	—	T	—	—
Rauma				0	916	25 A	15	K	Y	Y	Y	—	T	—	—
Raunio				0	759	—	—	—	—	—	—	—	—	—	—
Rautaruukki				0	—	—	—	—	—	—	—	—	T	—	—
Rautjärvi				0	784	—	—	—	—	—	—	—	—	—	—
Rautpohja				0	—	—	—	—	Y	—	—	—	T	—	—
Rekola	270	270	550	2	—	—	—	—	—	—	—	H	—	—	—
Retretti		121	265	1	—	—	—	—	—	—	—	H	—	—	—
RIIHIMÄKI															
Riihimäki Arolampi				*0*	—	—	—	—	—	—	—	—	—	—	K
Riihimäki lajittelu				*0*	*719*	—	—	—	—	—	—	—	*T*	—	K
Riihimäki tavara				*0*	*997*	—	—	—	*K Y*	—	—	—	*T*	—	K

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Riihimäki asema	*299*	*417*	*550, 265*	*5*	*643*	*1500 V, 63 A*	*26*	—	—	—	*Y*	*H*	—	Y	K
Riijärvi				0	756	—	—	—	—	—	—	—	—	—	—
Riippa				0	970	—	—	—	—	—	—	—	—	—	—
Ristiina				0	768	—	—	—	K	—	—	—	T	—	—
Ristijärvi				0	—	—	—	—	—	—	—	—	—	—	—
Rovaniemi	312	485	550, 265	4	731	1500 V, 63 A	188	K Y	Y	—	Y	H	T	20	—
Ruha				0	—	—	—	—	—	—	—	—	—	—	—
Runni		36	550	1	—	—	—	—	—	—	—	H	—	—	—
Ruukki		454	550	1	738	—	—	—	K	—	—	H	T	—	—
Ruusumäki				0	—	—	—	—	—	—	—	—	—	—	—
Ryttylä	171	173	550	2	—	—	7	—	K	—	—	H	T	—	—
Röyttä				0	—	25 A	—	—	K	—	—	—	T	—	—
Saakoski				0	819	25 A	5	—	—	—	—	—	—	—	—
Saari		(201)	(265)	(1)	692	—	—	—	—	—	—	H	T	—	—
Saarijärvi		(69)	(265)	(1)	—	—	40	K	K	—	—	—	T	—	—
Salminen				0	761	—	—	—	K	—	—	—	—	—	—
Salo	306	310	550	3	380	—	—	K	K	—	—	H	T	—	—
Sammalisto				0	—	—	—	—	—	—	—	—	—	—	—
Santala		70	550	1	—	—	—	—	—	—	—	H	—	—	—
Saunamäki				0	—	—	—	—	—	—	—	—	—	—	—
Savio	270	270	550	2	—	—	—	—	—	—	—	H	—	—	—
SAVONLINNA															
Savonlinna asema		*91*	*550*	*1*	—	—	—	—	—	—	—	*H*	—	—	—
Pääskylahti		*91*	*550*	*1*	*663*	*63 A*	—	—	—	—	*Y*	*H*	—	—	—
SEINÄJOKI															
Seinäjoki tavara				*0*	*861*	*25 A*	*40*	—	*K*	—	—	—	*T*	22	—
Seinäjoki asema	*396*	*459*	*550, 265*	*4*	*478*	*1500 V, 63 A*	*65*	—	*Y*	—	*Y*	*H*	*T*	—	—
Selänpää				0	772	—	—	—	—	—	—	—	—	—	—
Sieppijärvi				0	—	—	—	—	K	—	—	—	T	—	—
Sievi		—	—	—	—	—	—	—	—	—	—	—	—	—	—
Siikamäki				0	—	—	—	—	—	—	—	—	—	—	—
SIILINJÄRVI															
Siilinjärven asema	156	360	265	2	703	25 A	—	—	K	—	—	H	T	—	—
Ruokosuo				0	501	—	—	—	—	—	—	—	—	—	—
Simo		(88)	(265)	(1)	990	—	46	—	K	—	—	—	—	—	—
Simpele	272	305	265	3	796	25 A	17	—	K	—	—	H	T	—	—
Sipilä				0	—	—	—	—	—	—	—	—	—	—	—
Sisättö				0	757	—	—	—	—	—	—	—	—	—	—
Siuntio	112	176	550	2	513	—	—	—	—	—	—	H	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Siuro		(113)	(265)	(1)	703	—	—	—	K	—	—	—	—	—	—
Skogby		68	550	1	—	—	—	—	—	—	—	H	—	—	—
Sköldvik				0	929	25 A	—	—	—	—	—	—	T	—	K
Soinlahti				0	—	—	—	—	K	—	—	—	T	—	—
Sorsasalo				0	—	—	—	—	—	—	—	—	T	—	—
Sukeva	182	239	550, 265	2	624	25 A	—	—	K	—	—	H	T	—	—
Suolahti	(80)	(147)	(265)	(2)	682	25 A	—	—	K	—	—	—	T	Y	—
Suonenjoki	250	341	265	3	822	25 A	—	—	K	—	—	H	T	20	—
Suoniemi				0	743	—	—	—	—	—	—	—	—	—	—
Syrjä				0	—	—	5	—	—	—	—	—	—	—	—
Syrjämäki				0	—	—	—	—	—	—	—	—	—	—	—
Sysmäjärvi				0	—	—	—	—	K	—	—	—	T	—	—
Säkäniemi				0	—	—	—	—	—	—	—	—	—	—	—
Sänkimäki				0	—	—	—	—	K	—	—	—	T	—	—
Sääksjärvi				0	—	—	—	—	—	—	—	—	—	—	—
Taavetti				0	723	—	18	—	—	—	—	—	T	—	—
Tahkoluoto				0	—	—	—	—	Y	—	—	—	T	—	—
Taipale				0	829	—	—	—	—	—	—	—	—	—	—
Talviainen				0	732	25 A	—	—	—	—	—	—	—	—	—
Talvivaara				0	614	—	—	—	—	—	—	—	T	—	—
Tammisaari		80	550	1	—	—	—	—	—	—	—	H	—	—	—
TAMPERE															
Tampere tavara				*0*	*767*	*1500 V, 63 A*	*15*	—	—	*Y*	*Y*	—	*T*	22	—
Tampere Viinikka				*0*	*966*	*25 A*	*134*	*K*	*Y*	*Y*	—	—	*T*	—	K
Tampere asema	*500*	*500*	*550*	*5*	*693*	*1500 V, 63 A*	—	*K*	—	—	—	*H*	—	—	—
Tampere Järvensivu				*0*	—	—	—	—	—	—	—	—	—	—	—
Tapanila	272	272	550	2	—	—	—	—	—	—	—	H	—	—	—
Tapavainola				0	748	—	—	—	—	—	—	—	—	—	—
Tavastila		47	265	1	—	—	—	—	—	—	—	H	—	—	—
Tervajoki		171	265	1	—	—	—	—	—	—	—	H	—	—	—
Tervola	231	301	265	2	709	25 A	11	—	K	—	—	H	—	—	—
Teuva				0	—	25 A	—	—	K	—	—	—	T	—	—
Tikkala				0	1029	—	—	—	—	—	—	—	—	—	—
Tikkaperä				0	926	—	—	—	—	—	—	—	—	—	—
TIKKURILA															
Havukoski				*0*	*0*	—	—	—	—	—	—	—	—	—	—
Hiekkaharju	*257*	*526*	*550*	*3*	—	—	—	—	—	—	—	*H*	—	—	—
Tikkurila asema	*320*	*445*	*550*	*6*	*413*	—	*30*	—	*K*	—	—	*H*	*T*	—	—
Tohmajärvi				0	735	—	—	—	K	—	—	—	T	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Toijala	450	450	550	4	690	25 A	—	—	K	Y	Y	H	T	Y	—
Toivala				0	749	25 A	—	—	K	—	—	—	T	—	—
Tolsa	220	220	550	2	—	—	—	—	—	—	—	H	—	—	—
Tommola				0	—	—	—	—	—	—	—	—	—	—	—
Torkkeli				0	788	—	—	—	—	—	—	—	—	—	—
TORNIO															
Tornio asema	*(101)*	*(157)*	*(265)*	*(2)*	*321*	*63 A*	*24*	*K*	*K*	*Y*	—	—	*T*	—	—
Tornio-raja				*0*	—	—	—	—	—	—	—	—	*T*	—	—
Tornio-Itäinen		297	550	1	—	—	—	—	—	—	—	H	—	—	—
Tuomarila	220	222	550	2	—	—	—	—	—	—	—	H	—	—	—
Tuomioja				0	940	—	—	—	—	—	—	—	—	—	—
Turenki	170	170	550	2	1212	—	—	—	K	—	—	H	T	—	—
TURKU															
Kupittaa	*420*	*420*	*550*	*2*	*632*	—	—	—	—	—	—	*H*	—	—	K
Turku asema	*315*	*466*	*550*	*6*	*756*	*1500 V, 63 A*	—	*K*	—	—	*Y*	*H*	*T*	Y	K
Turku tavara		*(200)*	*(265)*	*(1)*	*375*	*25 A*	*10*	—	*K Y*	*Y*	—	—	*T*	—	K
Turku satama	*300*	*304*	*550*	*2*	421	*63 A*	—	—	—	—	—	*H*	—	—	K
Tuupovaara				0	—	—	14	—	K	—	—	—	T	—	—
Tuuri		66	550	1	—	—	—	—	K	—	—	H	—	—	—
Törmä				0	856	—	—	—	—	—	—	—	—	—	—
Törölä				0	756	—	—	—	—	—	—	—	—	—	—
Uimaharju		98	550	1	805	25 A	—	—	K Y	—	—	H	T	—	—
Urjala				0	732	—	8	—	—	—	—	—	—	—	—
Utajärvi	163	174	265	2	713	—	25	—	K	—	—	H	T	—	—
Utti				0	—	—	101	—	—	—	—	—	T	—	—
Uusikaupunki		(66)	(265)	(1)	680	—	—	—	—	—	—	—	T	—	—
Uusikylä	120	120	550	2	1382	—	6	—	K	Y	—	—	T	—	—
Vaajakoski				0	725	—	14	—	K	—	—	—	T	—	—
Vaala	183	236	265	2	1022	25 A	25	—	K	—	—	H	—	—	—
Vaarala				0	—	—	—	—	K	—	—	—	T	—	—
Vaasa		290	550	1	450	1500 V, 63 A	—	—	—	—	—	H	T	—	—
Vahojärvi				0	716	—	—	—	—	—	—	—	—	—	—
VAINIKKALA															
Vainikkala tavara				*0*	*1083*	*25 A*	*50*	*K*	*Y*	*Y*	*Y*	—	*T*	—	K
Vainikkala asema	*482*	*484*	*550, 265*	*3*	*952*	—	—	—	*K*	—	—	*H*	*T*	—	K
Vainikkala-raja				0	—	—	—	—	—	—	—	—	T	—	K
Valimo	270	270	550	2	—	—	—	—	—	—	—	H	—	—	—
Valkeakoski		(44)	(265)	(1)	346	—	54	—	K	—	—	—	T	—	—
Valkeasuo				0	—	—	—	—	K	—	—	—	—	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Valtimo				0	756	—	—	—	K	—	—	—	T	—	—
Vammala	251	251	550	3	843	—	128	—	Y	—	—	H	T	—	—
Vanattara				0	—	—	—	—	—	—	—	—	—	—	—
Vantaankoski	230	230	550	2	—	—	—	—	—	—	—	H	—	—	—
Varkaus	180	213	265	2	728	63 A	124	K	K Y	—	—	H	T	—	—
Vartius				0	1093	25 A	—	—	K	—	—	—	T	—	—
Vartius-raja				0	—	—	—	—	—	—	—	—	T	—	—
Vasikkahaka				0	—	—	—	—	—	—	—	—	—	—	—
Vehkala	230	230	550	2	—	—	—	—	—	—	—	H	—	—	—
Venetmäki				0	838	—	—	—	—	—	—	—	—	—	—
Vesanka				0	—	—	5	—	K	—	—	—	—	—	—
Viekki				0	—	—	—	—	K	—	—	—	—	—	—
Vierumäki				0	—	—	92	—	K	—	—	—	T	—	—
Vihanti	450	450	550	2	803	—	—	—	—	—	—	H	—	—	—
Vihtari	58	103	265	2	562	25 A	134	—	K	—	—	H	T	—	—
Viiala	170	170	550	2	—	—	—	—	—	—	—	H	—	—	—
Viinijärvi	136	211	265	2	641	25 A	—	—	—	—	—	H	T	—	—
Villähde	120	120	550	2	—	—	—	—	—	—	—	—	—	—	—
Vilppula		110	550	1	694	25 A	—	—	K	—	—	H	T	—	—
Vinnilä				0	—	—	—	—	—	—	—	—	—	—	—
Virkamies				0	—	—	—	—	—	—	—	—	—	—	—
Voltti				0	761	—	—	—	—	—	—	—	—	—	—
Vuohijärvi				0	713	—	15	K	—	—	—	—	T	—	—
Vuojoki				0	760	—	—	—	—	—	—	—	—	—	—
Vuokatti	(110)	(141)	(265)	(2)	627	25 A	—	—	K Y	—	—	—	T	—	—
Vuonislahti		55	265	1	—	—	—	—	—	—	—	H	—	—	—
Vuonos				0	—	—	16	—	—	Y	—	—	T	—	—
Vuosaari				0	927	—	—	—	—	—	—	—	T	—	—
YKSPIHLAJA															
Ykspihlaja tavara				0	767	—	—	—	K Y	Y	—	—	T	—	K
Ykspihlaja väliratapiha				0	939	63 A	—	—	K Y	Y	—	—	T	—	K
Ylistaro		176	265	1	—	—	—	—	—	—	—	H	—	—	—
Ylitornio		167	265	1	—	25 A	—	—	—	—	Y	H	—	—	—
Ylivalli				0	1014	—	—	—	Y	—	—	—	—	—	—
Ylivieska	315	482	265	3	767	63 A	113	—	K Y	Y	Y	H	T	20	—
Yläkoski				0	—	—	—	—	Y	—	—	—	T	—	—
Ylämylly				0	—	—	77	—	K	—	—	—	T	—	—
Ylöjärvi				0	714	—	62	—	K	—	—	—	T	—	—
Ypykkävaara				0	748	—	—	—	K	—	—	—	T	—	—

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituriraiteiden lukumäärä	Mitoittava raidepituus (tavaraliikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Äetsä				0	924	—	—	—	K	—	—	—	—	—	—
Ähtäri	85	225	265	2	614	—	—	—	—	—	—	H	—	—	—
Ämmänsaari				0	633	25 A	—	—	K	—	—	—	T	—	—
Äänekoski	(35)	(75)	(265)	(2)	860	25 A	14	—	K	—	—	—	T	—	—

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Kauko-ohjaus/ manuaalinen	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Namn på svenska	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växelarbete
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Haimoo		Hmo			87+700	Hyvinkää–Karjaa	Vihti	K		
Honkaranta		Hkr			572+882	Iisalmi–Ylivieska	Kiuruvesi	K		
Iisalmen kolmioraide		Ilk			553+399	Iisalmi–Ylivieska	Iisalmi	K		
Jäniskorpi		Jnk			586+419	Seinäjoki–Oulu	Kannus	K		
Karvoskylä		Kvä			662+676	Iisalmi–Ylivieska	Nivala	K		
Kiilinkangas		Kkg			299+490	Kouvola–Joensuu	Lappeenranta	K		
Kuninkaanmäki		Knm			38+500	Kerava–Vuosaari	Vantaa	K		
Lapinkylä		Lpk			19+900	Vantaankoski–Havukoski	Vantaa	K		
Latukka		Ltk			563+440	Pieksämäki–Kontiomäki	Iisalmi	K		
Liminpuro		Lmp			864+750	Oulu–Kontiomäki	Vaala	K		
Niska		Nsk			826+880	Oulu–Kontiomäki	Utajärvi	K		
Pappilankangas		Pkg			308+633	Kouvola–Joensuu	Lappeenranta	K		
Petas		Pet			17+170	Vantaankoski–Havukoski	Vantaa	K		
Puikkokoski		Pui			665+680	Kontiomäki–Vartius-raja	Paltamo	K		
Puolukkasuo		Puo			23+510	Vantaankoski–Havukoski	Vantaa	K		
Rasimäki		Rmk			602+460	Pieksämäki–Kontiomäki	Kajaani	K		
Raudaskylä		Rkä			691+015	Iisalmi–Ylivieska	Ylivieska	K		
Ruoneva		Rnv				Seinäjoki–Oulu	Siikajoki	K		
Ruskeasanta	Rödsand	Rs			28+760	Vantaankoski–Havukoski	Vantaa	K		
Saarela		Srl			594+018	Seinäjoki–Oulu	Kannus	K		
Salmenmäki		Sal				Seinäjoki–Oulu		K		
Temmesjoki		Tmj				Seinäjoki–Oulu	Liminka	K		
Tuomaanvaara		Tva			682+300	Kontiomäki–Vartius-raja	Ristijärvi	K		
Tupavuori		Tvu			260+100	Kouvola–Joensuu	Lappeenranta	K		
Tupos		Tup			736+500	Seinäjoki–Oulu	Kempele	K		
Viinikkala	Vinikby	Vkl			22+590	Vantaankoski–Havukoski	Vantaa	K		
Yllikkälä		Yll			268+500	Kouvola–Joensuu	Lappeenranta	K		

Nimi	Lyhin laituripituus	Pisin laituripituus	Laituri-korkeus	Laituri-raiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkövirran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormauskenttä	Nosturi	Polttoaine	Henkilöliikennettä	Tavaraliikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensionerande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Haimoo															
Honkaranta															
Iisalmen kolmioraide															
Jäniskorpi															
Karvoskylä															
Kiilinkangas															
Kuninkaanmäki															
Lapinkylä															
Latukka															
Liminpuro															
Niska															
Pappilankangas															
Petas															
Puikkokoski															
Puolukkasuo															
Rasimäki															
Raudaskylä															
Ruoneva															
Ruskeasanta	230	230	550	2								K			
Saarela															
Salmenmäki															
Temmesjoki															
Tuomaanvaara															
Tupavuori															
Tupos															
Vehkala															
Viinikkala	230	230	550	2								K			
Yllikkälä															

Nimi	Toinen nimi	Lyhenne	Kaupallinen nimi	Tyyppi	Km Hki	Rataosuus	Kunta	Kauko-ohjaus/ manuaalinen	Yksityisraiteita	Vaihtotyö-mahdollisuus
Namn	Namn på svenska	Förkortning	Kommersiellt namn	Typ	Km Hki	Banavsnitt	Kommun	Trafikledning	Privata spår-anläggningar	Möjlighet till växelarbete
Name	Another name	Abbr.	Commercial name	Type	Km Hki	Section	Municipality	Traffic control	Private sidings	Shunting
Buslovskaja		Bsl			288+000	Vainikkala raja – Viipuri		K		
Haaparanta	Haparanda	Hpa			888+130	Tornio–raja – Boden	Haparanda	K		
Kivijärvi		Kiv			759+800	Vartius–raja – Kostamus		K		
Svetogorsk		Stg			338+200	Imatrankoski–raja – Kamennogorsk (Antrea)		K		
Värtsilä		Vrs			553+300	Niirala–raja – Matkaselkä		K		

Nimi	Lyhin laituri-pituus	Pisin laituri-pituus	Laituri-korkeus	Laituri-raiteiden lukumäärä	Mitoittava raidepituus (tavara-liikenne)	Sähkö-virran saanti	Sivulaituri, suurin pituus	Päätylaituri	Kuormaus-kenttä	Nosturi	Polttoaine	Henkilö-liikennettä	Tavara-liikennettä	Kääntöpöytiä	VAK-ratapihat
Namn	Kortaste plattforms-längden	Längsta plattforms-längden	Plattforms-höjden	Antal spår med plattform	Dimensione-rande spårlängd (godstrafik)	Tillgång på elström	Sidoplatt-form	Plattform i ändan av banan	Lastning på samma plan	Lyftkran	Bränsle	Person-trafik	Godstrafik	Vändskivor	Bangård för farliga ämnen
Name	Min. platform length [m]	Max. platform length [m]	Platform height [mm]	Number of tracks with platforms	Design train length (freight traffic) [m]	Power supply [400 V, A]	Side loading platform length [m]	End loading platform	Loading site	Crane [t]	Fuel	Passenger traffic	Freight traffic	Turntables	Rail yard for dangerous goods
Buslovskaja															
Haaparanta															
Kivijärvi															
Svetogorsk															
Värtsilä															

Transport Operating Regulations for Cross-Border Movements on the Line Section Tornio-Haaparanta

INTRODUCTION

Appendix 3 has expired. It is based on an agreement between the previous Finnish Rail Administration (now the Finnish Transport Agency) and the previous Swedish Rail Administration (now the Swedish Transport Administration), which has not been renewed at the time of printing this Network Statement. Appendix 3 will be completely updated as soon as the agreement has been renewed. Some terms have been brought up to date in this appendix.

The original regulations were laid down in cooperation between the Swedish Rail Administration's Northern Rail Region and the Finnish Rail Administration. The present administrations (the Swedish Transport Administration and the Finnish Transport Agency) will follow these regulations until a new agreement and new regulations enter into force.

At the national border the area between signals HP 6/3 and T 832 is called as a "Common zone", which is jointly reserved by the Swedish and Finnish traffic control operators.

In principle, only one train movement is allowed at a time within the common zone, with the exception of irregular situations, such as engine failure or accident.

SCOPE

The regulations are applicable to cross-border movements between Tornio and Haaparanta, and within the common zone.

REFERENCE DOCUMENTS

<u>Sweden</u>	
JvSFS 2008:7	Transportstyrelsen/Handbok JTF/10-Växling Transportstyrelsen/Handbok JTF/3 H – Signaler, system H
<u>Finland</u>	
RVI/363/412/2008	Junan jarrutuskyky sekä jarrujen tarkastus ja koettelu
RVI/301/412/2008	Liikennöinti ilman JKV-veturilaitetta
RVI/1092/412/2009	Liikennöinti ja ratatyö rautatiejärjestelmässä
RVI/295/411/2008	Museoliikenne
RVI/1091/412/2009	Rautatiejärjestelmän opasteista, opastimista ja liikennöintiin liittyvistä merkeistä
RVI/1090/412/2009	Viestintä rautatiejärjestelmässä
RVI/725/412/2008	Tavaravaunujen suurimmasta sallitusta kuormasta, junapainosta ja junan kokoonpanosta

DEFINITIONS

Common zone	The area to be jointly reserved by the Swedish and Finnish traffic control operators and limited on the Swedish side by the 6/3 intermediate signal and on the Finnish side by the T 832 ground signal.
Cross-border movement	Movements entirely or partly operated within the common zone.
Movement	Refers to railway work and shunting.
Permission	Refers to permission to allow movement to begin.
Swedish movement	Shunting or railway work started in Sweden.
Finnish movement	Shunting or railway work started in Finland.

GENERAL

The regulations are drafted in Swedish and Finnish with an identical content.

No movement is allowed within the common zone without the Swedish and Finnish traffic control operators having reserved the relevant section of line.

More than one movement is allowed in the common zone only in irregular situations, such as engine failure or accident. In such cases, the work of several movements shall be agreed at the time.

TORNIO-HAAPARANTA CROSS-BORDER MOVEMENTS

General

Movements are operated as specified in the Finnish RVI/1092/412/2009, as "shunting" operations, and as specified in the Swedish JvSFS 2008:7 JTF/10, as "shunting" or "small-wagon shunting" operations.

Messages and message transmission

The Finnish staff shall be in contact with the Finnish traffic control operators, who will deliver message to the Swedish traffic control operators.

The Swedish staff shall be in contact with the Swedish traffic control operators, who will deliver the message to the Finnish traffic control operators.

Haaparanta-Tornio

Prior to the commencement of a Swedish cross-border shunting operation Haaparanta–Tornio direction, permission by the traffic control operators in Haaparanta is required.

Prior to the commencement of a Finnish cross-border shunting operation Haaparanta–Tornio direction, permission by the traffic control operators in Tornio is required.
The traffic control unit that granted a permission shall be notified of the completion of the movement.

Tornio-Haaparanta

Prior to the commencement of a Finnish cross-border shunting operation Tornio-Haaparanta direction, permission by the traffic control operators in Tornio is required.

Prior to the commencement of a Swedish cross-border shunting operation Tornio-Haaparanta direction, permission by the traffic control operators in Haaparanta is required.

The traffic control unit that granted permission shall be notified of the completion of the movement.

RAILWAY WORK WITHIN THE COMMON ZONE

General

The Finnish staff shall be in contact with the Finnish traffic control operators transmitting possible messages to and from the Swedish traffic control operators.

The Swedish staff shall be in contact with the Swedish traffic control operators transmitting possible messages to and from the Finnish traffic control operators.

Swedish staff

The permission of the Haaparanta traffic control operators is required for work carried out by the Swedish staff within the common zone.

Prior to the granting permission, the Haaparanta and Tornio traffic control operators shall reserve the common zone.

The Haaparanta traffic control operators shall be notified of the completion of the work.

Finnish staff

The permission of the Tornio traffic control operators is required for work carried out by the Finnish staff within the common zone.

Prior to granting permission, the Tornio and Haaparanta traffic control operators shall reserve common zone.

The Tornio traffic control operators shall be notified of the completion of the work.

SAFETY CALLS AND DOCUMENTATION

Safety calls

The safety calls between the Swedish and Finnish traffic control operators shall be conducted either in Swedish or in Finnish.

There is a word list with translations in section 1.5, while section 1.6 includes examples of phrases to be used.

The safety calls shall be repeated.

Train Log

A train log shall be used according to the instructions and regulations of the traffic control.

RESERVATION OF COMMON ZONE

The reservation of the common zone shall be operated jointly by the Swedish and Finnish traffic control operators.

The clearance of the occupancy of the common zone shall be operated jointly by the Swedish and Finnish traffic control operators.

MAXIMUM PERMITTED SPEED

The maximum permitted speeds are specified in the speed signs, which are described in section 1.2.

ACCIDENTS

Any accident or risk of accident shall be reported to traffic control operators.

1.1 SIGNALS AND SIGNAL ASPECTS

The signals are applicable in conformity with the regulations of the country concerned.

Manual Signalling

The Swedish shunting staff shall implement manual signalling as specified in JvSFS 2008:7/10, irrespective of whether the activity takes place on the Swedish or Finnish side of the border.

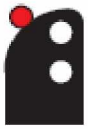
The Finnish shunting staff shall implement manual signalling as specified in RVI/1091/412/2009, irrespective of whether the activity takes place on the Finnish or Swedish side of the border.

A ”stop” signal shall always be followed, irrespective of whether it is operated in conformity with the Swedish or Finnish regulations.

Haaparanta – Tornio direction

From Finnish track, intermediate signal (main ground signal) 1/6, km 1310.845.

"Stop"

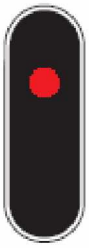


"Proceed" check clearance"

"Proceed – turnouts and clearance"

"Proceed check

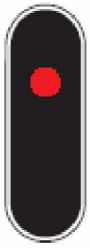
From Swedish tracks, intermediate signal 5/6, km 1310.697.



"Stop"

"Proceed – check turnouts and clearance"

Swedish and Finnish tracks, intermediate signal 6/8, km 1311.006.



"Stop"

"Proceed"

Common track, Tornio T 832, km 886.8

"Stop"

"Proceed with caution"

Tornio – Haaparanta direction

No optical signals are used in Tornio for movements towards Sweden.

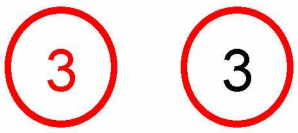
Intermediate signal 6/3, km 1311.012.

"Stop"

"Proceed –
check turnouts and clearance"

1.2 SPEED SIGNS

In conformity with RVI/1092/412/2009



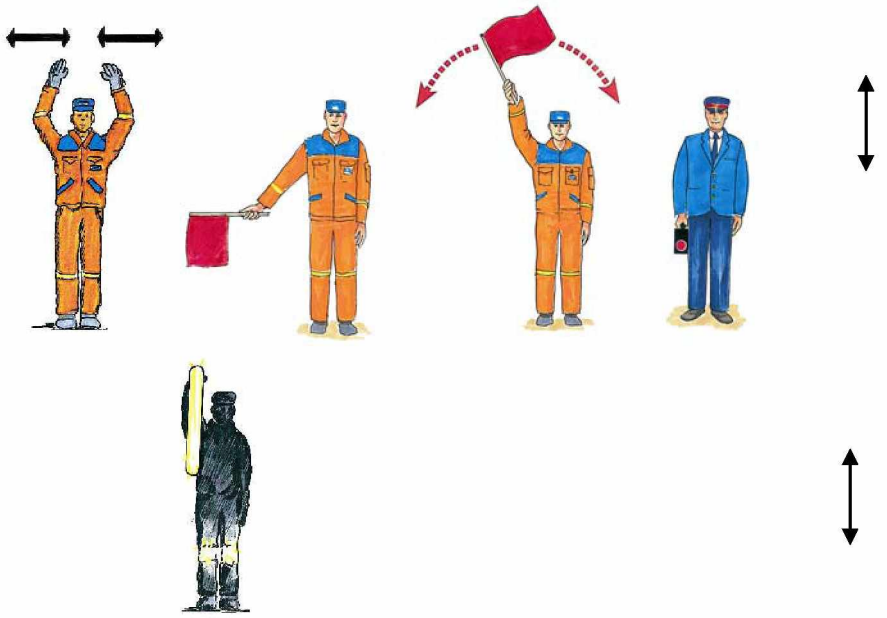
Maximum admissible speed
(example displaying max. 30 km/h)

In conformity with JvSFS 2008:7/JTF/3 H

Maximum admissible speed
(example displaying max. 30 km/h)

1.3 STOP SIGNALLING

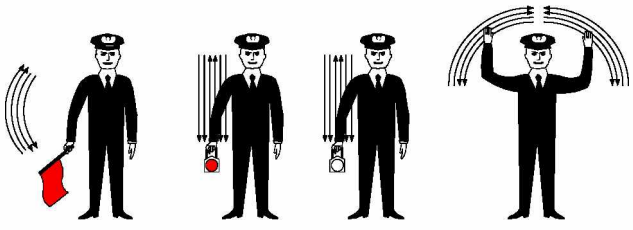
In conformity with JvSFS 2008:7/JTF/3 H



Read: Stop

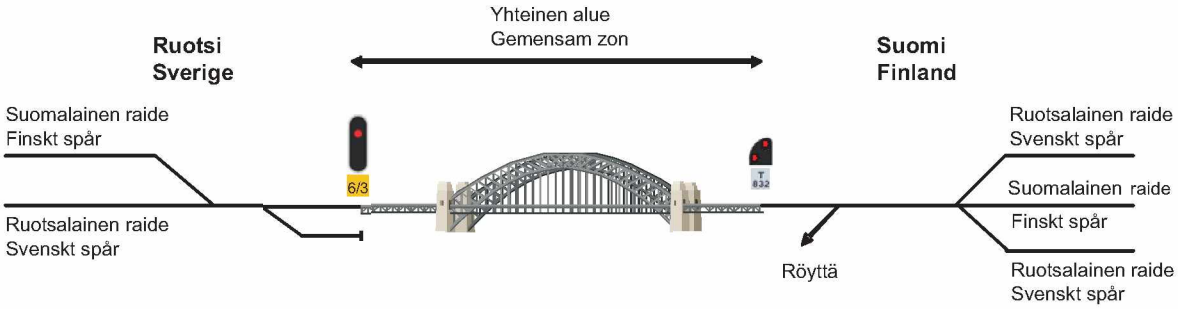
In conformity with RVI/1092/412/2009

Read: Stop



Read: Danger (emergency stop)

1.4 DRAWING ON HAAPARANTA – TORNIO AREA



1.5 TRANSLATION TABLE

Should any language problems arise, the below table may be implemented.

Table 1. Translation table

Swedish	Finnish	English
Växling	Vaihtotyö	Shunting work
Arbete	Työ	Work
Reserverad zon	Varaus	Reserved / Occupied
Upphävande	Peruuttaminen	Clearance of occupancy
Tågklarerare	Junasuorittaja	Dispatcher
Trafikledning	Liikenteenohjaus	Traffic control
Station	Asema	Station
Fara	Vaara	Danger
Stoppsignal	Seis-opaste	Stop aspect
Passage av en signal	Opastimen ohittaminen	Passing of signal
Signal	Opastin/Opaste	Signal / Signal aspect
Repetera	Toistaa	Repeat
Rätt uppfattat	Oikein ymmärretty	Correctly read

1.6 EXAMPLE PHRASES

Zone reservation request for shunting work

Swe: Tågklareraren _____, reserverad zon Haparanda – Torneå, växling.
Fin: Liikenteenohjaus _____, varaus Haaparanta – Tornio välille, vaihtotyö.

Eng: Traffic control_____, reservation Haapanranta – Tornio, shunting.

Zone reservation request for railway work

Swe: Tågklareraren _____, reserverad zon Haparanda – Torneå, arbete.
Fin: Liikenteenohjaus _____, varaus välille Haaparanta – Tornio, työ.

Eng: Traffic control_____, reservation Haaparanta – Tornio, work.

Clearence of occupied zone

Swe: Tågklareraren _____, upphävande reserverad zon ____ -_____
Fin: Liikenteenohjaus _____, varauksen peruuttaminen välille_____ - _____

Eng: Traffic control _____, clearance of occupied zone _____ - _____

Request for reservation in dangerous situation

Swe: Tågklareraren _____, Fara Haparanda-Torneå.
Fin: Liikenteenohjaus _____, vaara Haaparanta-Tornio.

Eng: Traffic control _____, danger Haaparanta-Tornio.

Permission to pass stop signal aspect, Haaparanta

Swe: Tågklareraren Haparanda, medgivande att passera signal (ett-sex) *och/eller* (åtta-tre) *och/eller* (sex-åtta)
Fin: Liikenteenohjaus Haaparanta, lupa ohittaa opastin (yksi-kuusi) ja/tai (kahdeksan-kolme*)* ja/tai (kuusi-kahdeksan)
Eng: Traffic control Haaparanta, permission to pass signal (one-six) and/or (eight/three) and/or (six-eight).

Permission to pass stop signal aspect, Tornio

Swe: Tågklareraren Torneå, växling, medgivande att passera signal (T åtta-tre-två)
Fin: Liikenteenohjaus Tornio, vaihtotyö, lupa ohittaa opastin (T kahdeksan-kolme-kaksi)
Eng: Traffic control Tornio, shunting, permission to pass signal (T eight—three-two).

Correctly read

Swe: Rätt uppfattat
Fin: Oikein ymmärretty
Eng: Correctly read.

Repeat

Swe: Repetera
Fin: Toista.
Eng: Repeat

Loading gauge

The loading gauge (KU) refers to the space inside which the load on an open wagon shall remain, when the wagon is in the centre position on a straight, even track.

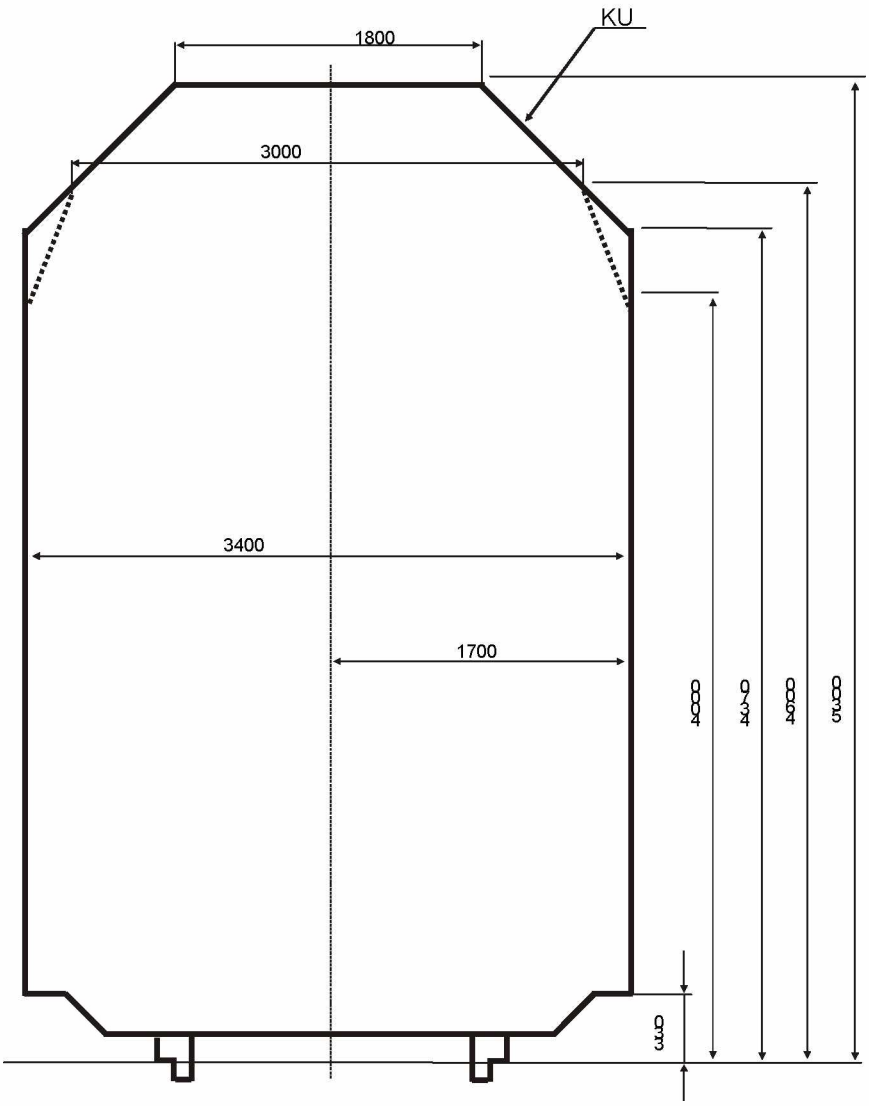


Figure 1. Principal dimensions of the loading gauge.

Use of the Loading Gauge

The loading gauge is valid on the whole rail network with the exceptions mentioned below.

The loading gauge may be used for wagons in which the wheelbase or the distance between bogie centres is max. 17.5 m and the length of the loading area of the wagon outside the wheelbase or the distance between bogie centres max. 0.2 times the length of the wheelbase or the distance between bogie centres. In other cases, loading shall be examined separately.

If there is a risk that the load may be displaced laterally outside the loading gauge during transportation, the width of the load shall be reduced correspondingly. If the displacement of the load may increase the height of some parts of the load so that they extend outside the loading gauge, the height of the load shall be reduced correspondingly.

If the load extends below the floor level of the wagon, the regulations concerning the vehicle gauge (LKU) are applied or the load is carried as a special transport.

Loading Gauge Restrictions

The bridges on the line section Helsinki (passenger railway yard) - Pasila (passenger railway yard) – Ilmala (depot) restrict the loading gauge. The loading gauge valid on these bridges is marked with dashed line (------) on the loading gauge drawing (Figure 1).

On several industrial and other sidings, there are loading gauge restrictions, which shall be taken into account in local traffic operating.

Transports Exceeding the Loading Gauge

Lorries, lorry trailers and containers exceeding the loading gauge may be transported on separately specified line sections on the conditions laid down in the transport permit. Transports exceeding the loading gauge can be transported on the sections of line mentioned in the network description, according to the conditions based on the Finnish Transport Safety Agency's regulations.

Other transports exceeding the loading gauge are transported as special transports.

Structure Gauge

No fixed installations or equipment must be placed within the structure gauge envelope.

The form and dimensions of the structure gauge (ATU) on a straight track, on open line and in the railway yard are shown in Figure 1. The space required for the mounting of the catenary structure and for the passage of the pantograph on electrified lines is marked by the broken line D-E-F-G-H-L. The widths of the structure gauge in curves, restrictions and more detailed instructions are presented in the Ratatekniset ohjeet (RATO) publication, part 2 "Radan geometria" (Track geometry).

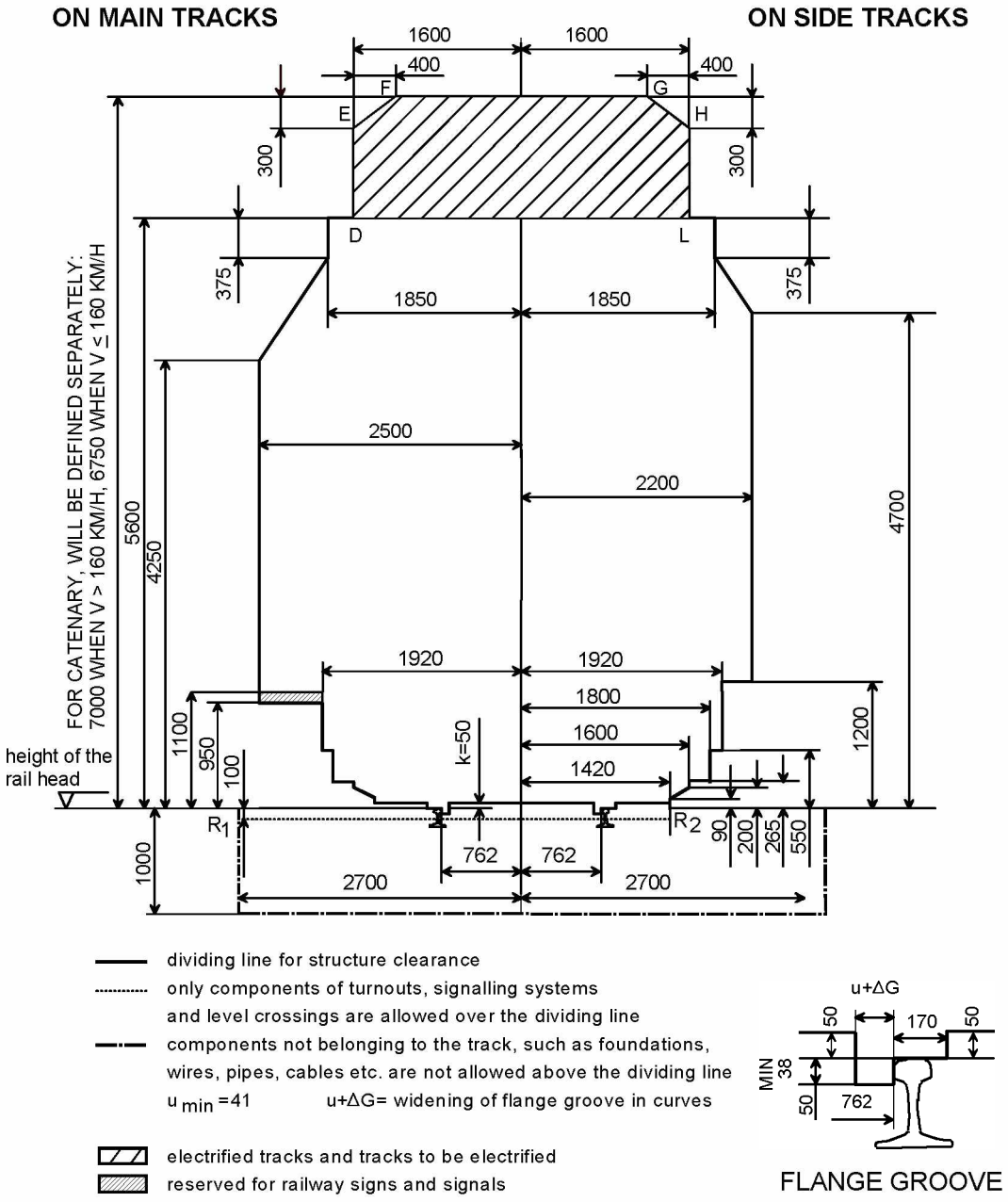


Figure 1. Principal dimensions of the structure gauge.

Effective Passing Clearance

The structure gauge is used as a guideline for building and mounting new structures and installations in the vicinity of the track. The structure gauge or the deviations from it constitute the so-called effective available structure gauge, i.e. the passing clearance, for special consignments. Information on the passing clearance is collected for each line section and continuously updated by the track maintainers.

Superstructure categories, EN categories derived from the superstructure categories and permitted speeds for different axle loads

Division of Lines into Line Categories

The lines are divided into line categories according to the superstructure as follows:

Table 1. Division of lines into line categories.

Superstructure category		Superstructure		
Finnish Transport Infrastructure Agency	**SFS-EN 15528**	**Finnish Transport Infrastructure Agency**	**SFS-EN 15528**	**Ballast**
A	C4	K30, K33	wooden	gravel or equivalent
B_1	D4	K43, 54 E1, K60, 60 E1	wooden	gravel or equivalent
B_2	D4	K43, K60	wooden, concrete	railway ballast
C_1	D4 /E4	54 E1	wooden, concrete before 1987	railway ballast
C_2	D4/E4	54 E1	concrete 1987 and after	railway ballast
D	D4/E4	60 E1/60E2	concrete	railway ballast

The border of the line category is marked in the middle of the station building in the traffic operating point, unless another point is indicated by the kilometre marking.

The line categories for sections of lines are also presented in Figure 1.

Responsibility of Track Maintainer

Track maintainer has the right to restrict the permitted axle load and speed depending on the condition of the track superstructure.

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Table 2. Superstructure Categories and EN Categories derived from the superstructure categories of the main lines and permitted speeds for different axle loads.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Helsinki–Turku satama								
Helsinki asema–km 25,2	D	D4	120	120	120	120	100	–
km 25,2–km 29,0	C1	D4	120	120	120	120	100	–
km 29,0–Kirkkonummi	D	D4	120	120	120	120	100	–
Kirkkonummi–km 41,4	D	D4	160	180	120	120	100	–
km 41,4–Siuntio	C1	D4	160	180	120	120	100	–
Siuntio–km 55,8	D	D4	160	180	120	120	100	–
km 55,8–km 59,2	C1	D4	160	180	120	120	100	–
km 59,2–km 75,4	D	D4	160	180	120	120	100	–
km 75,4–km 80,4	C1	D4	160	180	120	120	100	–
km 80,4–Karjaa	D	D4	160	180	120	120	100	–
Karjaa–km 96,6	D	D4	160	200	120	120	100	–
km 96,6–km 103,6	C1	D4	160	180	120	120	100	–
km 103,6–km 119,2	C2	D4	160	200	120	120	100	–
km 119,2–km 121,3	D	D4	160	200	120	120	100	–
km 121,3–km 126,0	C1	D4	160	180	120	120	100	–
km 126,0–km 130,8	D	D4	160	180	120	120	100	–
km 130,8–km 152,0	D	D4	160	200	120	120	100	–
km 152,0–km 158,0	C1	D4	160	200	120	120	100	–
km 158,0–km 193,4	C1	D4	160	180	120	120	100	–
km 193,4–Turku asema	D	D4	160	180	120	120	100	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Turku asema–Turku satama	C1	D4	40	40	40	40	40	–
Huopalahti–Tikkurila								
Huopalahti–Havukoski	D	D4	120	120	–	–	–	–
Hyvinkää–Karjaa								
Hyvinkää–km 133,1	C1	D4	80	80	80	80	80	–
km 133,1–Kirkniemi	D	D4	80	80	80	80	80	–
Kirkniemi–km 152,2	D	E4	80	80	80	80	80	80
km 152,2–Karjaa	C1	E4	80	80	80	80	80	60
Karjaa–Hanko								
Karjaa–km 205,7	D	E4	120	120	120	120	100	100
km 205,7–Hanko-Pohjoinen	C1	E4	60	60	60	60	60	60
Hanko-Pohjoinen–Hanko asema	B1	D4	35	35	35	35	35	35
Turku–Uusikaupunki								
Turku asema–Raisio (km 207,4)	C1	D4	60	60	60	60	60	–
Raisio (km 207,4)– Uusikaupunki	B1	D4	60	60	60	60	50	–
Uusikaupunki–Hangonsaari								
Uusikaupunki–km 269,0[1]	C1	D4	–	–	30	30	30	–
km 269,0–Hangonsaari[1]	B1	D4	–	–	30	30	30	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Raisio–Naantali **Helsinki–Riihimäki**	B1	D4	50	50	50	50	50	–
Helsinki asema–Pasila asema	D	D4	80	80	80	80	80	–
Pasila asema–Tikkurila asema läntisin raide	D	E4	160	160	120	120	100	100
Pasila asema–Tikkurila asema läntinen keskiraide	D	E4	160	160	120	120	100	100
Pasila asema–Tikkurila asema itäinen keskiraide	D	E4	120	120	120	120	100	100
Pasila asema–Tikkurila asema itäisin raide	D	E4	120	120	120	120	100	100
Tikkurila asema–Kerava asema läntisin raide	D	E4	200	200	120	120	100	100
Tikkurila asema–Kerava asema läntinen keskiraide	D	E4	200	200	120	120	100	100
Tikkurila asema–Kerava asema itäinen keskiraide	D	E4	120	120	120	120	100	100
Tikkurila asema–Kerava asema itäisin raide	D	E4	120	120	120	120	100	100
Kerava asema–Kytömaa läntisin raide	D	E4	120	120	120	120	100	100
Kerava asema–Kytömaa läntinen keskiraide	D	E4	200	200	120	120	100	100
Kerava asema–Kytömaa	D	E4	200	200	120	120	100	100

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
itäinen keskiraide								
Kerava asema–Kytömaa itäisin raide	D	E4	120	120	120	120	100	100
Kytömaa–Kyrölä	D	E4	200	200	120	120	100	100
Kyrölä–Purola läntinen raide	D	E4	200	200	120	120	100	100
Kyrölä–Purola keskiraide	D	E4	200	200	120	120	100	100
Kyrölä–Purola itäinen raide	D	E4	120	120	120	120	100	100
Purola–Riihimäki asema	D	E4	200	200	120	120	100	100
Kerava–Hakosilta								
Kytömaa–Hakosilta	D	E4	200	220	120	120	100	100
Kerava–Sköldvik								
Kytömaa–Sköldvik	D	D4	80	80	80	80	80	–
Olli–Porvoo[2]	A	C4	35	50	35	–	–	–
Kerava–Vuosaari	D	E4	–	–	80	80	80	80
Riihimäki–Tampere								
Riihimäki asema–Sääksjärvi	D	E4	200	200	120	120	100	100

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Sääksjärvi–Tampere tavara läntinen raide	D	E4	200	200	120	120	100	100
Sääksjärvi–Tampere tavara keskiraide	D	E4	200	200	120	120	100	100
Sääksjärvi–Tampere tavara itäinen raide	D	E4	100	100	100	100	100	100
Tampere tavara–Tampere asema	D	E4	200	200	120	120	100	100
Toijala–Turku								
Toijala–km 264,7	D	D4	140	140	120	120	100	–
km 264,7–Turku asema	D	D4	120	120	120	120	100	–
Toijala–Valkeakoski	C1	D4	50	50	50	50	50	–
Tampere–Seinäjoki								
Tampere asema–Lielahti	D	E4	120	120	120	120	100	80
Lielahti–Pohjois-Louko	D	D4	200	200	120	120	100	–
Pohjois-Louko–Seinäjoki asema läntinen raide	D	D4	200	200	120	120	100	–
Pohjois-Louko–km 343,2 itäinen raide	D	D4	160	160	120	120	100	–
km 343,2–Seinäjoki asema itäinen raide	D	D4	130	160	120	120	100	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Lielahti–Kokemäki	D	E4	140	140	120	120	100	100
Kokemäki–Pori								
Kokemäki–Harjavalta	D	D4	140	140	120	120	100	–
Harjavalta–Pori	D	E4	140	140	120	120	100	100
Pori–Mäntyluoto	C1	E4	70	70	70	70	70	50
Mäntyluoto-Tahkoluoto[1]	B2	D4	-	-	50	50	50	-
Kokemäki–Rauma	D	E4	100	100	100	100	100	80
Pori–Aittaluoto[1]	B1	D4	–	–	20	20	20	–
Niinisalo–Parkano–Kihniö								
Parkano–Kihniö	A	C4	30	30	30	30	–	–
Seinäjoki–Vaasa	C2	D4	120	120	120	120	100	–
Seinäjoki–Kaskinen[3]								
Seinäjoki–km 452,0	B1	D4	80	80	80	60	50	–
km 452,0–km 513,8	B1	D4	60	60	60	50	40	–
km 513,8–km 514,6	B1	D4	30	30	30	30	30	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
km 514,6–Kaskinen	B1	D4	60	60	60	50	40	–
Seinäjoki–Oulu								
Seinäjoki asema–km 431,5	D	D4	140	140	120	120	100	–
km 431,5–Lapua	C2	D4	140	140	120	120	100	–
Lapua–km 459,0	D	D4	160	200	120	120	100	–
km 459,0–km 467,5	D	D4	200	200	120	120	100	–
km 467,5–km 482,8	D	D4	190	200	120	120	100	–
km 482,8–km 507,8	D	D4	200	200	120	120	100	–
km 507,8–km 519,2	D	D4	180	200	120	120	100	–
km 519,2–km 524,6	D	D4	190	200	120	120	100	–
km 524,6–km 529,3	D	D4	200	200	120	120	100	–
km 529,3–km 550,5	D	D4	170	200	120	120	100	–
km 550,5–km 553,1	C2	D4	70	70	70	70	70	–
km 553,1–Ylivieska	D	D4	140	140	120	120	100	–
Ylivieska–Liminka	D	D4	200	200	120	120	100	–
Liminka–Oulu asema	D	D4	140	140	120	120	100	–
Pännäinen–Pietarsaari	C2	D4	60	60	60	60	60	–
Pietarsaari–Alholma[1]	B1	D4	–	–	35	35	35	–
Kokkola–Ykspihlaja								

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Kokkola–Ykspihlaja väliratapiha	B1	D4	35	35	35	35	35	–
Tuomioja–Raahe	C2	D4	80	80	80	80	80	–
Raahe–Rautaruukki[1]	C2	D4	–	–	35	35	35	–
Riihimäki–Kouvola								
Riihimäki asema–Hakosilta	D	D4	140	140	120	120	100	–
Hakosilta–Lahti	D	E4	160	200	120	120	100	80
Lahti–Kouvola asema	D	E4	200	200	120	120	100	100
Kouvola–Kuusankoski								
Kouvola asema–Kuusankoski	C1	D4	50	50	50	50	50	–
Lahti–Heinola	B1	D4	60	60	60	60	50	–
Lahti–Loviisan satama	B1	D4	60	60	60	60	50	–
Lahti–Mukkula[1]	B1	D4	–	–	35	35	35	–
Kouvola–Kotka								
Kouvola tavara–Juurikorpi läntinen raide	D	D4	120	120	120	120	100	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Kouvola Oikoraide–Inkeroinen itäinen raide	C1	D4	120	120	120	120	100	–
Inkeroinen–Juurikorpi itäinen raide	D	D4	120	120	120	120	100	–
Juurikorpi–Paimenportti	D	D4	120	120	120	120	100	–
Paimenportti–Kotka asema	C1	D4	80	80	80	80	80	–
Kotka asema–Kotkan satama	C1	D4	35	35	35	35	35	–
Kotka Hovinsaari–Kotka Mussalo	C1	D4	50	50	50	50	50	–
Juurikorpi–Hamina	C1	D4	100	100	100	100	100	–
Kouvola–Joensuu								
Kouvola asema–Luumäki	D	E4	200	200	120	120	100	100
Luumäki–km 395,5	D	D4	140	140	120	120	100	–
km 395,5–Säkäniemi	C2	D4	140	140	120	120	100	–
Säkäniemi–Joensuu Sulkulahti	D	D4	140	140	120	120	100	–
Joensuu Sulkulahti–Joensuu asema	C1	D4	90	90	90	90	90	–
Luumäki–Vainikkala-raja	D	E4	140	140	120	120	100	80
Lappeenranta–Mustolan satama[1]	C1	D4	–	–	50	50	50	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Imatra tavara–Imatrankoski-raja	D	D4	50	50	50	50	50	–
Niirala-raja–Säkäniemi	D	D4	100	100	100	100	100	–
Joensuu–Ilomantsi								
Joensuu Sulkulahti–Heinävaara	B2	D4	60	60	60	60	60	–
Heinävaara–km 660,4	A	C4	50	50	50	40	–	–
km 660,4–km 664,1	B1	C4	50	50	50	40	–	–
km 664,1–km 678,4	A	C4	50	50	50	40	–	–
km 678,4–km 683,8	B1	C4	50	50	50	40	–	–
km 683,8–km 687,9	A	C4	50	50	50	40	–	–
km 687,9–km 692,5	B1	C4	50	50	50	40	–	–
km 692,5–Ilomantsi	A	C4	50	50	50	40	–	–
Joensuu–Kontiomäki								
Joensuu asema–Uimaharju	C2	D4	120	120	120	120	100	–
Uimaharju–Lieksa	C2	D4	100	100	100	100	100	–
Lieksa–Nurmes	B2	D4	110	110	110	90	80	–
Nurmes–Porokylä (km 787,9)	B2	D4	80	80	80	80	80	–
Porokylä (km 787,9)–km 807,5	C2	D4	80	80	80	80	80	–
km 807,5–km 809,2	C2	D4	60	60	60	60	60	–
km 809,2–km 810,2	B2	D4	60	60	60	60	60	–
km 810,2–km 813,7	C2	D4	60	60	60	60	60	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
km 813,7–Vuokatti	C2	D4	80	80	80	80	80	–
Vuokatti–Kontiomäki	B1	D4	80	80	80	60	50	–
Lieksa–Pankakoski[1]	A	C4	–	–	30	30	20	–
Vuokatti–Lahnaslampi[1]	B2	D4	–	–	50	50	50	–
Kouvola–Pieksämäki								
Kouvola asema–km 245,9	D	D4	140	140	120	120	100	–
km 245,9–Otava	D	D4	160	200	120	120	100	–
Otava–Pieksämäki asema	D	D4	140	140	120	120	100	–
Mynttilä–Ristiina	A	C4	50	50	50	35	20	–
Pieksämäki–Kontiomäki								
Pieksämäki asema–Kuopio km 464,3	D	D4	140	140	120	120	100	–
Kuopio km 464,3–Kuopio km 466,0	C2	D4	50	50	50	50	50	–
Kuopio km 466,0–Toivala	D	D4	120	120	120	120	100	–
Toivala–Iisalmi	D	D4	140	140	120	120	100	–
Iisalmi–Murtomäki	C2	D4	140	140	120	120	100	–
Murtomäki–Kajaani	C1	D4	140	140	120	120	100	–
Kajaani–Kontiomäki	C1	D4	140	140	120	120	100	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Suonenjoki–Yläkoski[1]	B1	D4	–	–	35	35	35	–
Murtomäki–Otanmäki[1]	A	C4	–	–	50	40	–	–
Murtomäki–Talvivaara	C2	D4	80	80	80	80	80	–
Kajaani–Lamminniemi[1]	B1	D4	–	–	35	35	35	–
Pieksämäki–Joensuu								
Pieksämäki–Varkaus	C2	D4	120	120	120	120	100	–
Varkaus–Joensuu asema	C2	D4	120	120	120	120	100	–
Varkaus–Kommila	B2	D4	50	50	50	50	50	–
Huutokoski–Rantasalmi								
Huutokoski–Rantasalmi asema	C2	D4	80	80	80	80	80	–
Savonlinna–Parikkala[3]								
Savonlinna asema–Parikkala	B2	D4	110	110	110	90	80	–
Siilinjärvi–Viinijärvi	C2	D4	100	100	100	100	100	–
Sysmäjärvi–Vuonos[1]	B2	D4	–	–	35	35	35	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Tampere–Jyväskylä								
Tampere Järvensivu–Orivesi pohjoinen raide	D	E4	140	140	120	120	100	100
Tampere Järvensivu–km 205,0 eteläinen raide	C2	E4	140	140	120	120	100	80
km 205,0–km 208,0 eteläinen raide	D	E4	140	140	120	120	100	80
km 208,0–Orivesi eteläinen raide	C2	E4	140	140	120	120	100	80
Orivesi–Jämsänkoski	D	E4	120	140	120	120	100	80
Jämsänkoski–km 308,2	D	D4	160	160	120	120	100	–
km 308,2–km 312,6	C1	D4	160	160	120	120	100	–
km 312,6–km 329,7	D	D4	160	160	120	120	100	–
km 329,7–km 332,8	C1	D4	160	160	120	120	100	–
km 332,8–Jyväskylä	D	D4	160	160	120	120	100	–
Jämsä–Kaipola[1]	B1	E4	–	–	50	50	50	50
Orivesi–Seinäjoki								
Orivesi–Haapamäki	B1	D4	100	100	100	70	50	–
Haapamäki–Pihlajavesi	C2	D4	100	100	100	100	100	–
Pihlajavesi–Seinäjoki	B1	D4	100	100	100	60	50	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Vilppula–Mänttä	B1	D4	50	50	50	50	50	–
Haapamäki–Jyväskylä	B1	D4	100	100	100	70	50	–
Jyväskylä–Pieksämäki								
Jyväskylä–Pieksämäki asema	C1	D4	140	140	120	120	100	–
Jyväskylä–Äänekoski	C1	D4	100	100	100	100	100	–
Äänekoski–Haapajärvi								
Äänekoski–Saarijärvi	C2	D4	80	80	80	80	80	–
Saarijärvi–Haapajärvi	A	C4	60	60	60	40	–	–
Iisalmi–Ylivieska								
Iisalmi–km 555,8	C1	D4	120	120	120	120	100	–
km 555,8–km 613,1	D	D4	120	120	120	120	100	–
km 613,1–km 699,0	C2	D4	120	120	120	120	100	–
km 699,0–Ylivieska	D	D4	120	120	120	120	100	–
Pyhäkumpu erk.vh–Pyhäkumpu	B1	D4	35	35	35	35	35	–
Oulu–Laurila								
Oulu asema–Laurila	C2	D4	140	140	120	120	100	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Kemi–Ajos[1]								
Kemi–Ajos km 861,8	B1	D4	–	–	50	50	50	–
Ajos km 861,8–km 863,5	C2	D4	–	–	50	50	50	–
Ajos km 863,5–867,1	B1	D4	–	–	50	50	50	–
Laurila–Tornio-raja								
Laurila–Tornio asema	C2	D4	120	120	120	120	100	–
Tornio asema–Tornio-raja	C1	D4	40	40	40	40	40	–
Tornio–Röyttä[1]								
Tornio asema–Röyttä	B1	D4	–	–	50	50	50	–
Tornio–Kolari								
Tornio asema–km 886,1	B2	D4	80	80	80	80	80	–
km 886,1–Kolari	D	D4	100	100	80	80	80	–
Laurila–Kemijärvi								
Laurila–Koivu	D	D4	140	140	120	120	100	–
Koivu–Rovaniemi	D	D4	120	120	120	120	100	–
Rovaniemi–Misi	C2	D4	100	100	100	100	100	–
Misi–km 1037,1	C1	D4	100	100	100	100	100	–
km 1037,1–Kemijärvi	B1	D4	100	100	100	60	50	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Section of line	Category		Passenger trains		Freight trains			
	Finnish Transport Agency	SFS-EN 15528	loco-motive hauled	motor cars	≤160 kN	160 ≤ 200 kN	200 ≤ 225 kN	225 ≤ 250 kN
Kemijärvi–Patokangas	C2	D4	50	50	50	50	50	–
Oulu–Kontiomäki								
Oulu Nokela–km 775,9	C1	D4	120	120	120	120	100	–
km 775,9–km 787,4	C1	D4	140	140	120	120	100	–
km 787,4–km 794,5	C1	D4	120	120	120	120	100	–
km 794,5–km 809,3	C1	D4	130	130	120	120	100	–
km 809,3–Utajärvi	C1	D4	120	120	120	120	100	–
Utajärvi–km 835,5	C1	D4	140	140	120	120	100	–
835,5–km 878,2	D	D4	140	140	120	120	100	–
km 878,2–km 879,6	D	D4	120	120	120	120	100	–
km 879,6–km 893,7	D	D4	140	140	120	120	100	–
km 893,7–Paltamo	D	D4	120	120	120	120	100	–
Paltamo–Kontiomäki	D	D4	140	140	120	120	100	–
Kontiomäki–Ämmänsaari	A	C4	50	50	50	40	–	–
Kontiomäki–Vartius-raja								
Kontiomäki–km 662,2	C1	D4	80	80	80	80	80	–
km 662,2–Vartius-raja	C2	D4	80	80	80	80	80	–

[1] Shunting traffic only
[2] Museum line
[3] Bridge destriction, see Appendix 12.

Permitted Speed on Points and Track Crossings

Table 2. Permitted speed on points and track crossings.

	Superstructure category					
	A	**B_1**	**B_2**	**C_1**	**C_2**	**D**
Straight track						
Single points, 60 E 1, short	70	100	110	180	200	200
Single points, 60 E 1, long	—	100	110	180	200	220
Single points, 54 E 1, long	70	100	110	140	140	140
Single points, other	70	100	110	160	160	160
Three-throw points	70	100	110	120	120	120
Diamond crossings	35	90	90	90	90	90
Track crossings	35[1]	90[1]	90[1]	90[1]	90[1]	90[1]
Deflecting section						
Short points R = 165 m	20[1]	20[1]	20[1]	20[1]	20[1]	20[1]
Short points	35	35	35	35	35	35
Short points when axle load is over 225 kN	—	10	20	20	20	35
Long points						
R = 500 m	—	—	—	60	60	60
R = 530 m	70	70	70	—	—	—
R = 900 m, when axle load max. 225 kN	—	80	80	80	80	80
R = 900 m, when axle load over 225 kN	—	—	—	60	60	60
R = 1600 m	—	—	—	110	110	110
R = 2500 m	—	—	—	140	140	140
R = 3000 m	—	—	—	—	—	160
Non-interlockeg points						
Straight track and deflecting section	30[1]	30[1]	30[1]	30[1]	30[1]	30[1]

[1] Indicated with a speed board

Päällysrakenneluokka Överbyggnadklass Superstructure Category	ei sähköistetty icke-elektrifierad non-electrified	sähköistetty elektrifierad electrified	kiskotus räler rails	pölkyt sliprar sleepers	tukikerros ballast ballast
A	———		K30, K33	puu trä wooden	raidesora tai vastaava ballastgrus eller motsvarande gravel or equivalent
B_1	———	———	K43, K60, K54 E1, 60 E1	puu trä wooden	raidesora tai vastaava ballastgrus eller motsvarande gravel or equivalent
B_2	———	———	K43, K60	puu, betoni trä, betong wooden, concrete	raidesepeli makadamballast railway ballast
C_1	———	———	54 E1	puu, betoni trä, betong wooden, concrete < 1987	raidesepeli makadamballast railway ballast
C_2	———	———	54 E1	betoni betong concrete > 1987	raidesepeli makadamballast railway ballast
D	———	———	60 E1	betoni betong concrete	raidesepeli makadamballast railway ballast

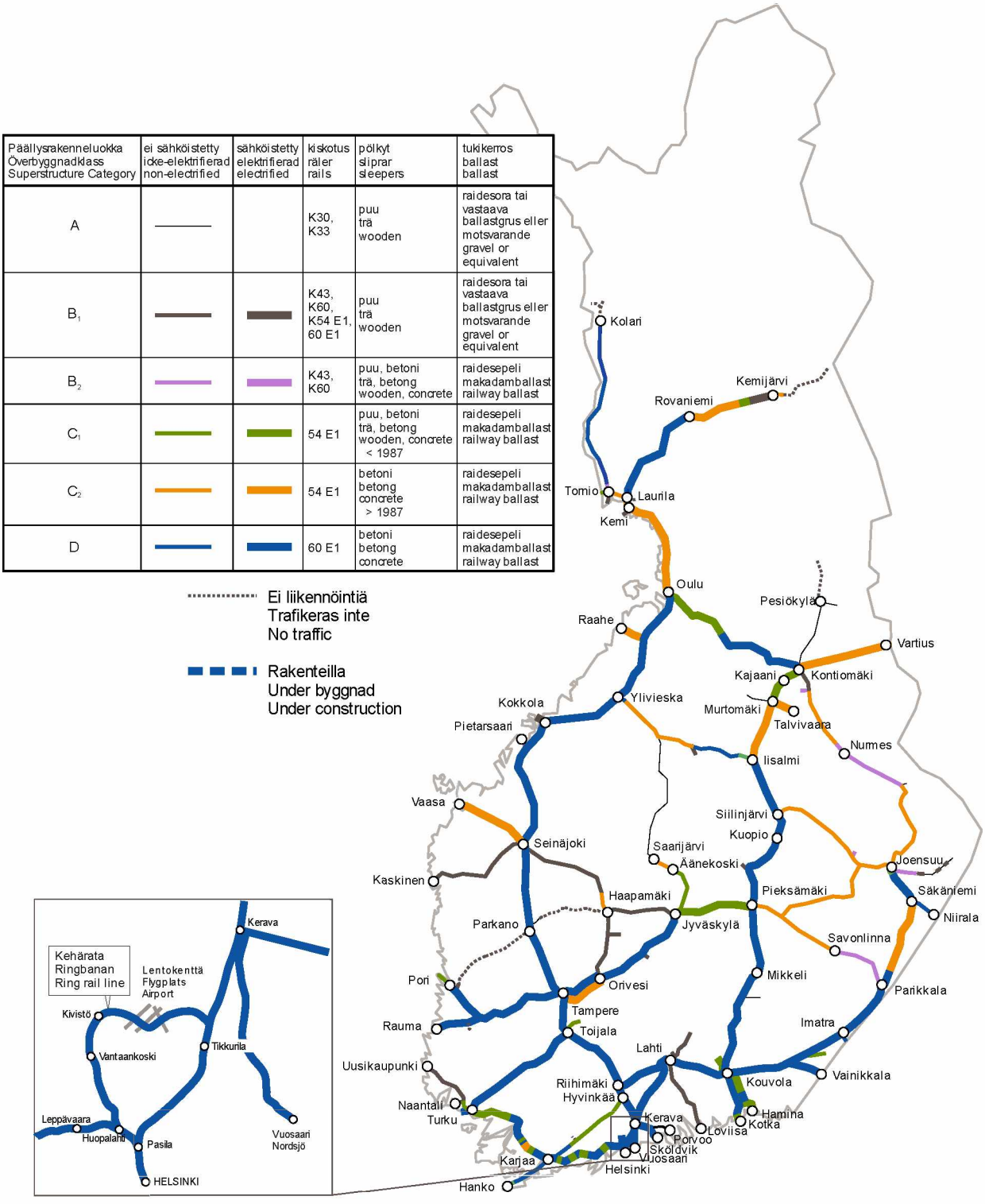


Figure 1. Superstructure Categories.

Maintenance level on main lines

The maintenance levels on main lines used as the basis for railway maintenance are illustrated in figure 2.

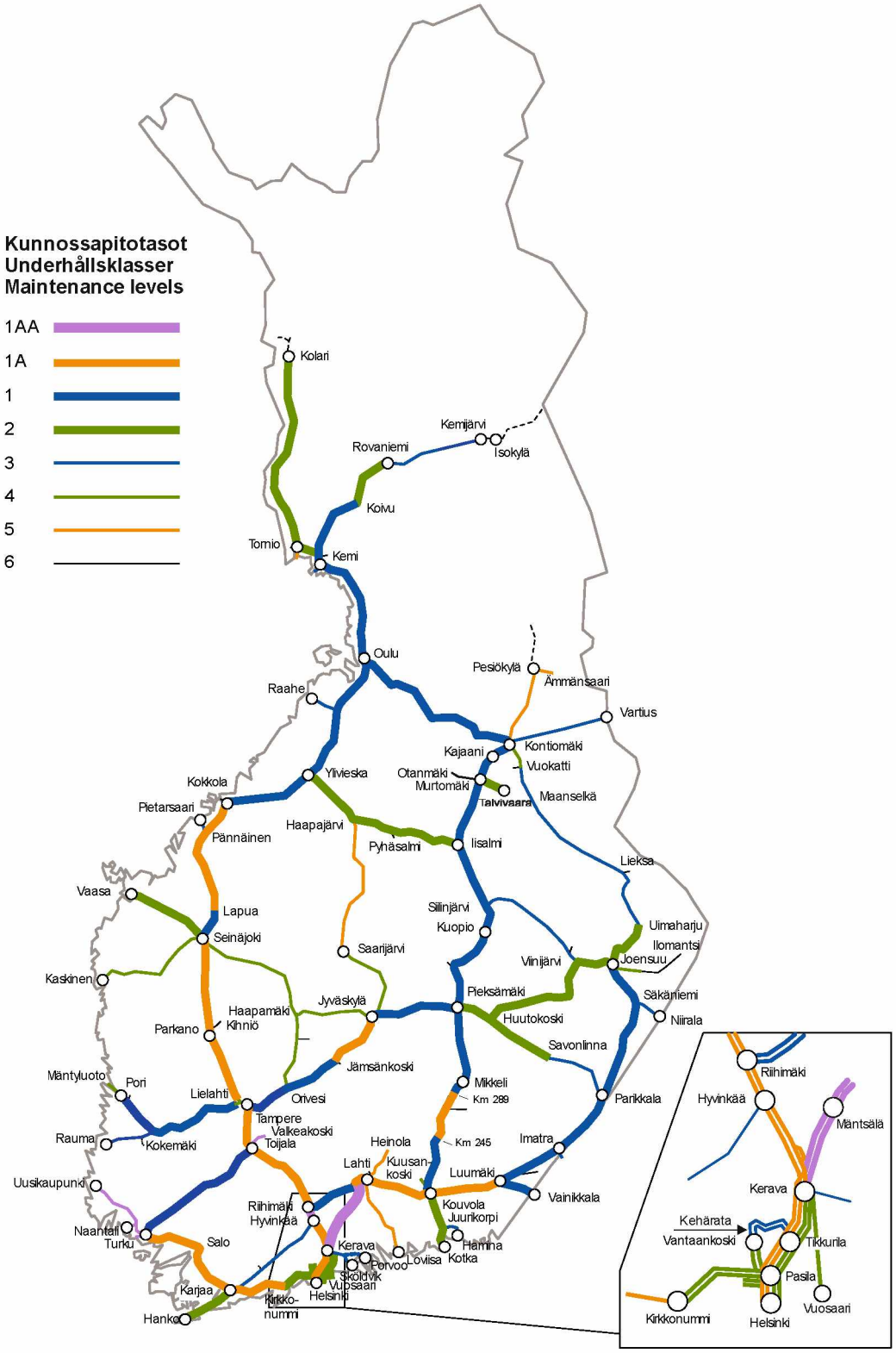


Figure 2. Maintenance levels on Finnish rail network.

Electrification

Electrified railway lines

Helsinki asema–Turku satama
Huopalahti–Vantaankoski
Helsinki asema–Riihimäki asema
Kytömaa–Hakosilta
Kerava–Sköldvik
Riihimäki asema–Tampere asema
Toijala–Turku tavara
Tampere asema–Seinäjoki asema
Lielehti–Kokemäki
Kokemäki–Pori
Kokemäki–Rauma
Seinäjoki asema–Oulu asema
Oulu Nokela–Oulu Oritkari
Tuomioja–Raahe
Raahe–Rautaruukki
Riihimäki asema–Kouvola asema
Kouvola asema–Kuusankoski
Kouvola–Kotkan satama
Kotka Hovinsaari–Kotka Mussalo
Juurikorpi–Hamina
Kouvola asema–Joensuu asema
Luumäki–Vainikkala raja
Kouvola asema–Pieksämäki asema
Pieksämäki asema–Kontiomäki
Tampere–Jyväskylä
Jyväskylä–Pieksämäki asema
Oulu asema–Laurila
Laurila–Rovaniemi
Oulu Nokela–Kontiomäki
Kontiomäki–Vartius
Kerava–Vuosaari
Murtomäki–Talvivaara
Kokkola–Ykspihlaja
Seinäjoki–Vaasa
Rovaniemi–Kemijärvi
Kemijärvi–Patokangas (under construction until 2016)
Vantaankoski-Havukoski
Pietarsaari-Pännäinen (under construction until ~ 2017)

The electrified railway lines are also illustrated in figure 1.

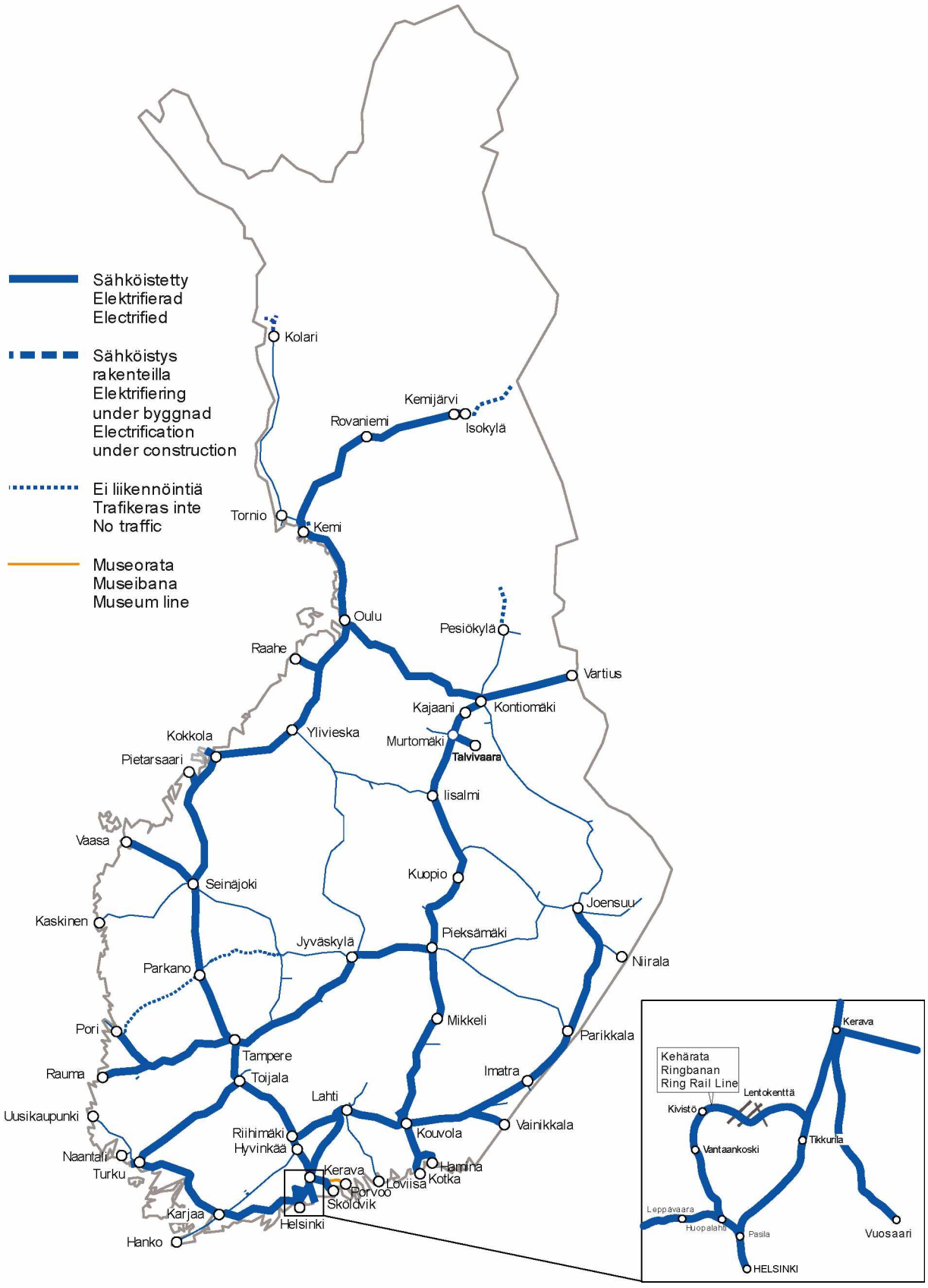


Figure 1. Electrified railway lines.

Signalling systems

The signalling systems used on the lines are represented in the figures in this appendix.

Lines with a section blocking system

Helsinki asema–Turku satama
Huopalahti–Havukoski
Hyvinkää–Hanko
Helsinki asema–Riihimäki asema
Kytömaa–Hakosilta
Kerava–Sköldvik
Riihimäki asema–Tampere asema
Toijala–Turku tavara
Tampere asema–Seinäjoki asema
Lielahti–Kokemäki
Kokemäki–Mäntyluoto
Kokemäki–Rauma
Seinäjoki asema–Oulu asema
Tuomioja–Raahe tracks 001 and 002
Riihimäki asema–Kouvola asema
Kouvola–Kymi track 001–(Kotka)
Juurikorpi–(Hamina)
Kouvola–Imatra tavara tracks 601-613– (Joensuu)
Luumäki–Vainikkala
Kouvola asema–Pieksämäki asema
Pieksämäki asema–Kuopio asema–Iisalmi
Tampere Järvensivu–Jyväskylä
Jyväskylä–Pieksämäki asema
Oulu asema–Laurila
Laurila–Tornio tracks 721, 722, 732, 741 and 742
Oulu Nokela–(Kontiomäki)
Säkäniemi–(Niirala)
Turku asema–Uusikaupunki
Kerava–Vuosaari
Kokkola-Kannus

Double-track or multi-track railway lines with section blocking systems in both directions
Helsinki asema–Kirkkonummi
Huopalahti–Havukoski
Helsinki asema–Lielahti
Kytömaa-Hakosilta
Pohjois–Louko-Ruha
Riihimäki asema–Luumäki
Tampere Järvensivu–Orivesi
Kokkola-Kannus

The railway lines with section blocking systems and the lines where theblocking system is under construction are illustrated in figure 1.

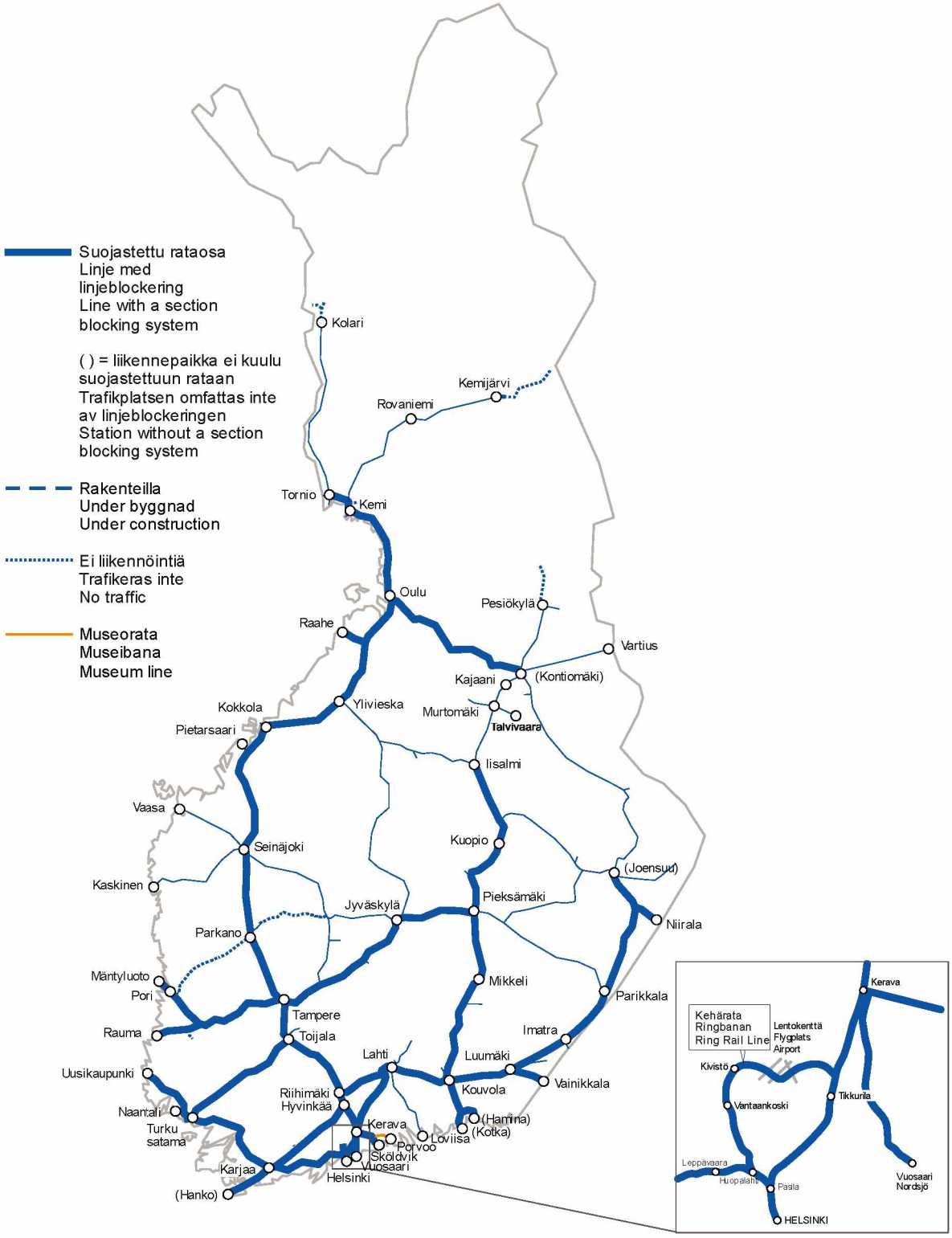


Figure 1. Lines with a section blocking system.

Reporting use of the left-hand track

Usage of the left-hand track on the railway sections below must be reported in an advance report to the driver or in a report to the traffic control. The report to the driver must always include information about to what point the moving train is allowed to use the left-hand track.

Kouvola–Juurikorpi

Lines with a centralised traffic control system

Helsinki–Turku satama
Huopalahti–Havukoski
Hyvinkää–(Hanko)
Helsinki–Riihimäki
Kytömaa–Hakosilta
Kerava–Sköldvik
Riihimäki–(Tampere)
Toijala–Turku
(Tampere)–(Seinäjoki)
Lielahti–Kokemäki
Kokemäki–Mäntyluoto
Kokemäki–Rauma
(Seinäjoki)–(Ylivieska)–(Oulu)
Tuomioja–Raahe
Riihimäki–Kouvola
Kouvola–(Inkeroinen)–Kymi track 002–(Kotka)
Juurikorpi–(Hamina)
Kouvola–Luumäki
Luumäki–(Joensuu)
Luumäki–(Vainikkala)
Kouvola–Pieksämäki
Pieksämäki–(Kuopio)–Iisalmi
Siilinjärvi–Kemira
(Tampere)–Jyväskylä
Jyväskylä–Pieksämäki
(Oulu)–Laurila
Laurila–Tornio
(Oulu)–(Kontiomäki)
Säkäniemi–(Niirala)
Turku–Uusikaupunki
Kerava–Vuosaari
(Murtomäki)–Talvivaara

The centralised controlled railway sections and railway sections where centralised control is under construction are illustrated in figure 2.

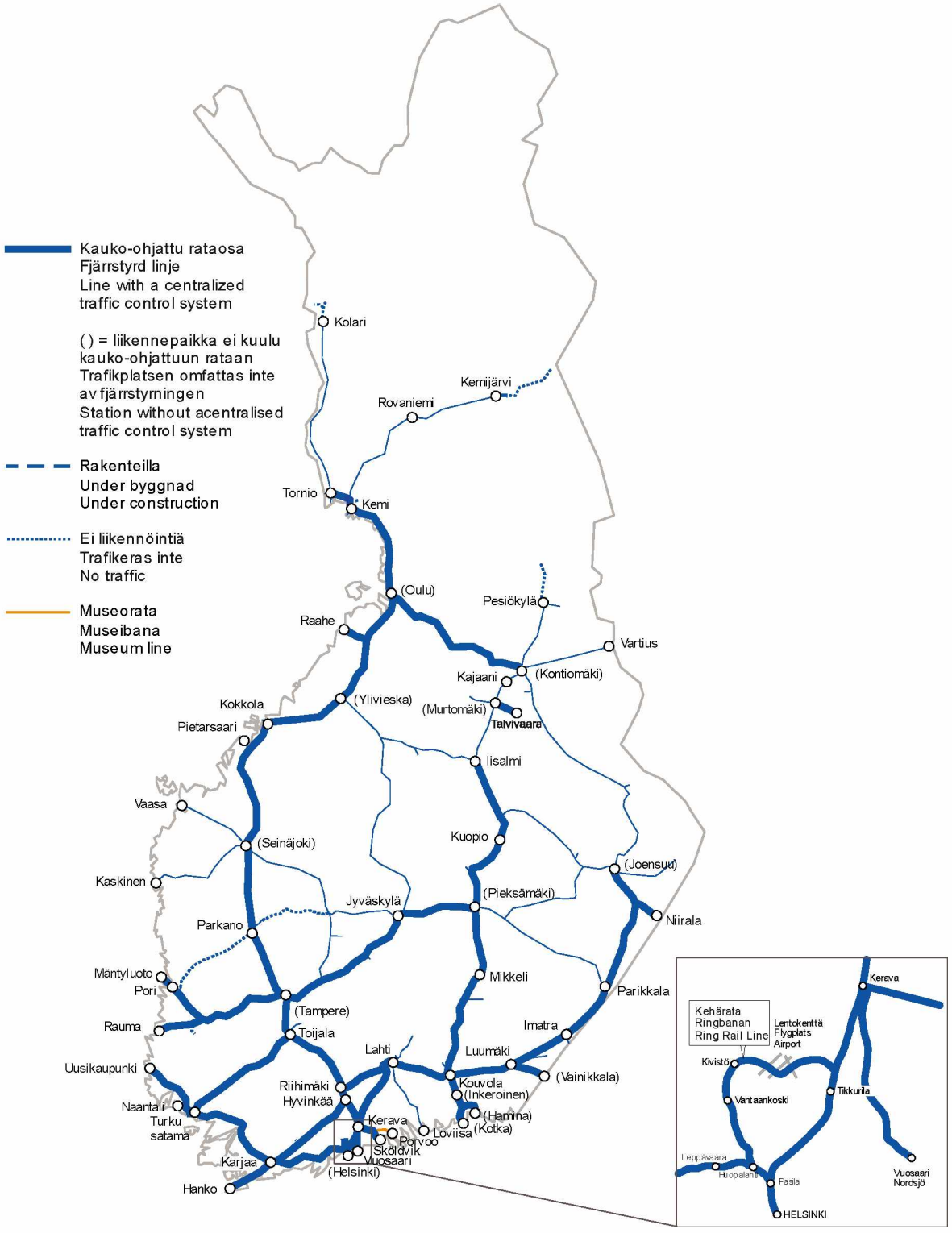


Figure 2. Lines with a centralised traffic control system.

Lines with ATP

ATP is a class B system "ATP-VR/RHK-Junankulunvalvonta (JKV)" according to appendix B to the technical specification for interoperability relating to the control-command and signalling subsystem of the trans-European conventional rail system of 28 March 2006.

The following railway lines are equipped with ATP:

Helsinki asema–Turku satama
Huopalahti–Havukoski
Hyvinkää–Hanko asema
Helsinki asema–Riihimäki asema
Kytömaa–Hakosilta
Kerava–Sköldvik
Riihimäki asema–Tampere asema
Toija–Turku tavara
Tampere asema–Seinäjoki asema
Lielahti–Kokemäki
Kokemäki–Mäntyluoto
Kokemäki–Rauma
Seinäjoki asema–Vaasa
Seinäjoki asema–Oulu asema
Tuomioja–(Raahe)
Riihimäki asema–Kouvola asema
Paimenportti–(Kotka Mussalo)
Juurikorpi–(Hamina)
Kouvola asema–Joensuu asema
Luumäki–(Vainikkala)
Joensuu asema–Nurmes
Kouvola asema–Pieksämäki asema
Pieksämäki asema–Kontiomäki
Pieksämäki–Joensuu asema
Huutokoski–Rantasalmi
Savonlinna-Parikkala
Siilinjärvi–Viinijärvi
Tampere–Jyväskylä
Orivesi–Seinäjoki
Haapamäki–Jyväskylä
Jyväskylä–Pieksämäki asema
Jyväskylä–Äänekoski
Iisalmi–Ylivieska
Oulu asema–Laurila
Laurila–Tornio
Tornio–Kolari
Laurila–Kemijärvi
Oulu Nokela–Kontiomäki
Kontiomäki–Vartius
Säkäniemi–(Niirala)
Turku–Uusikaupunki
Kerava–Vuosaari
Seinäjoki asema–Kaskinen
Murtomäki–Talvivaara

The railway lines with ATP and the lines where ATP is under construction are illustrated in figure 3.

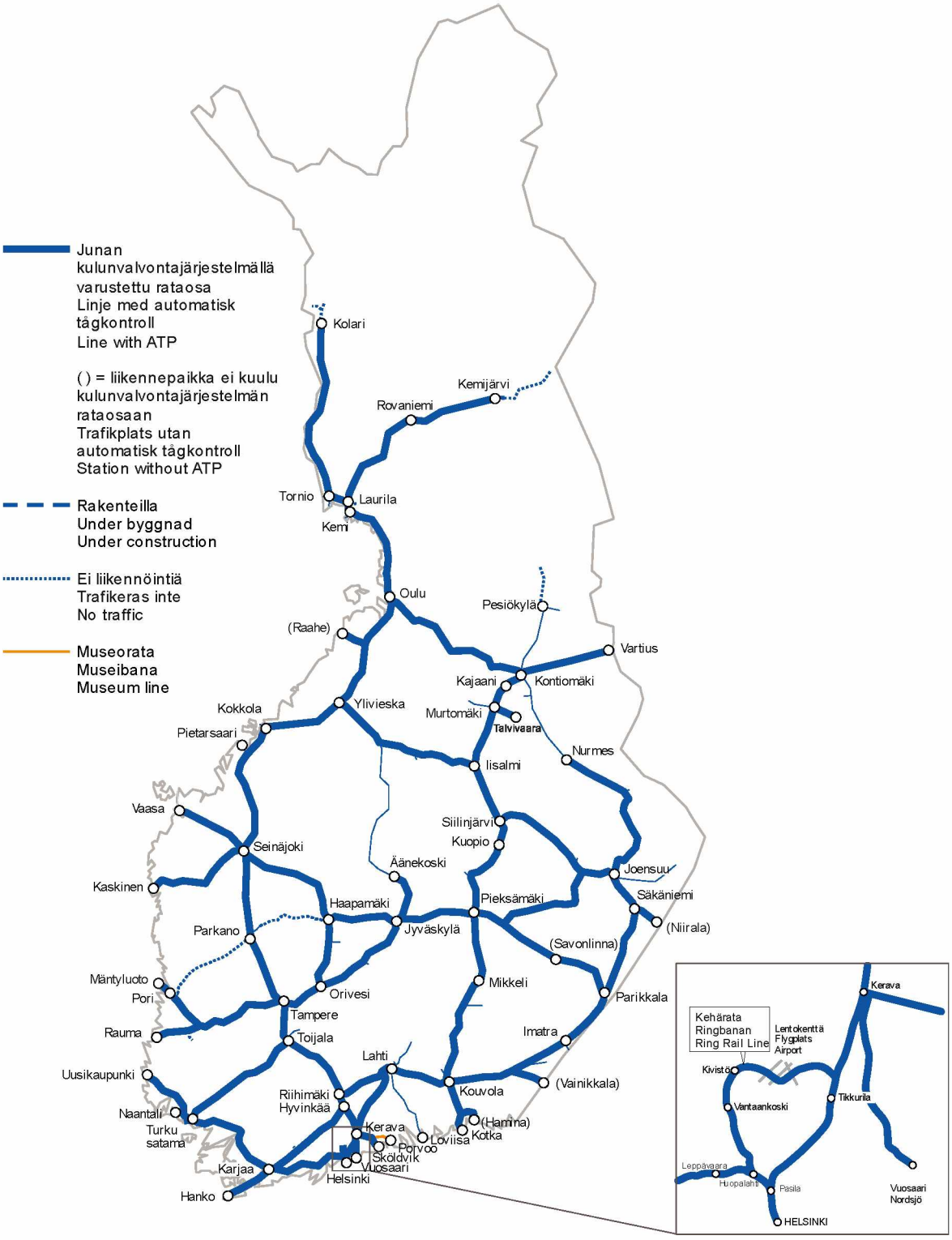


Figure 3. Lines with ATP.

Lines with a radio-controlled traffic system

(Seinäjoki)–Vaasa
(Joensuu)–Nurmes
(Iisalmi)–Kontiomäki
(Pieksämäki)–(Joensuu)
Huutokoski–Rantasalmi
Savonlinna-Parikkala
(Siilinjärvi)–Viinijärvi
(Orivesi)–(Seinäjoki)
Haapamäki–(Jyväskylä)
(Jyväskylä)–Äänekoski
(Iisalmi)– (Ylivieska)
(Tornio)–Kolari
(Laurila –Kemijärvi
Kontiomäki–Vartius
(Seinäjoki)–Kaskinen

The lines with a radio-controlled traffic system are illustrated in figure 4.

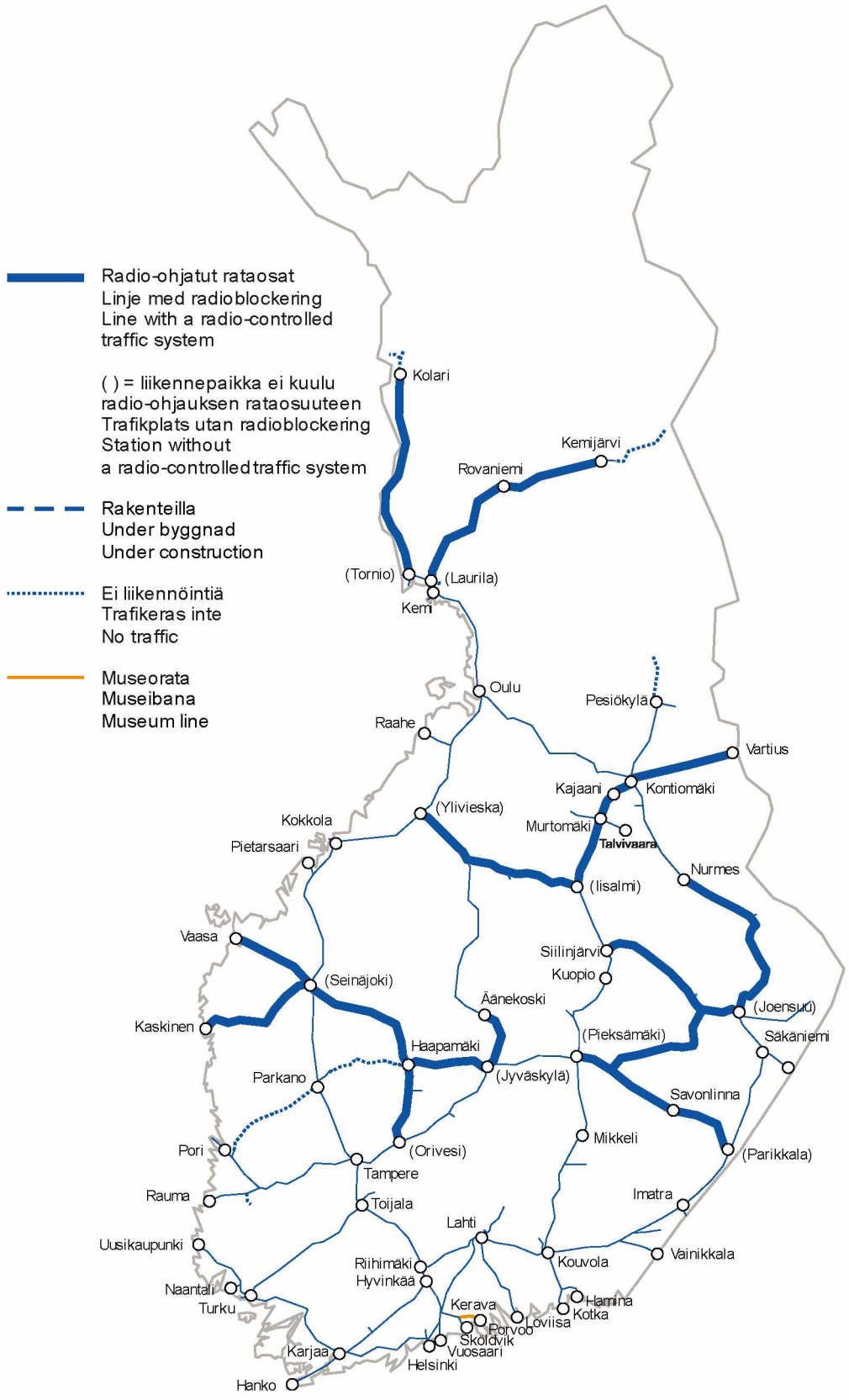


Figure 4. Lines with a radio-controlled traffic system.

The lines with combined signals are illustrated in figure 5.

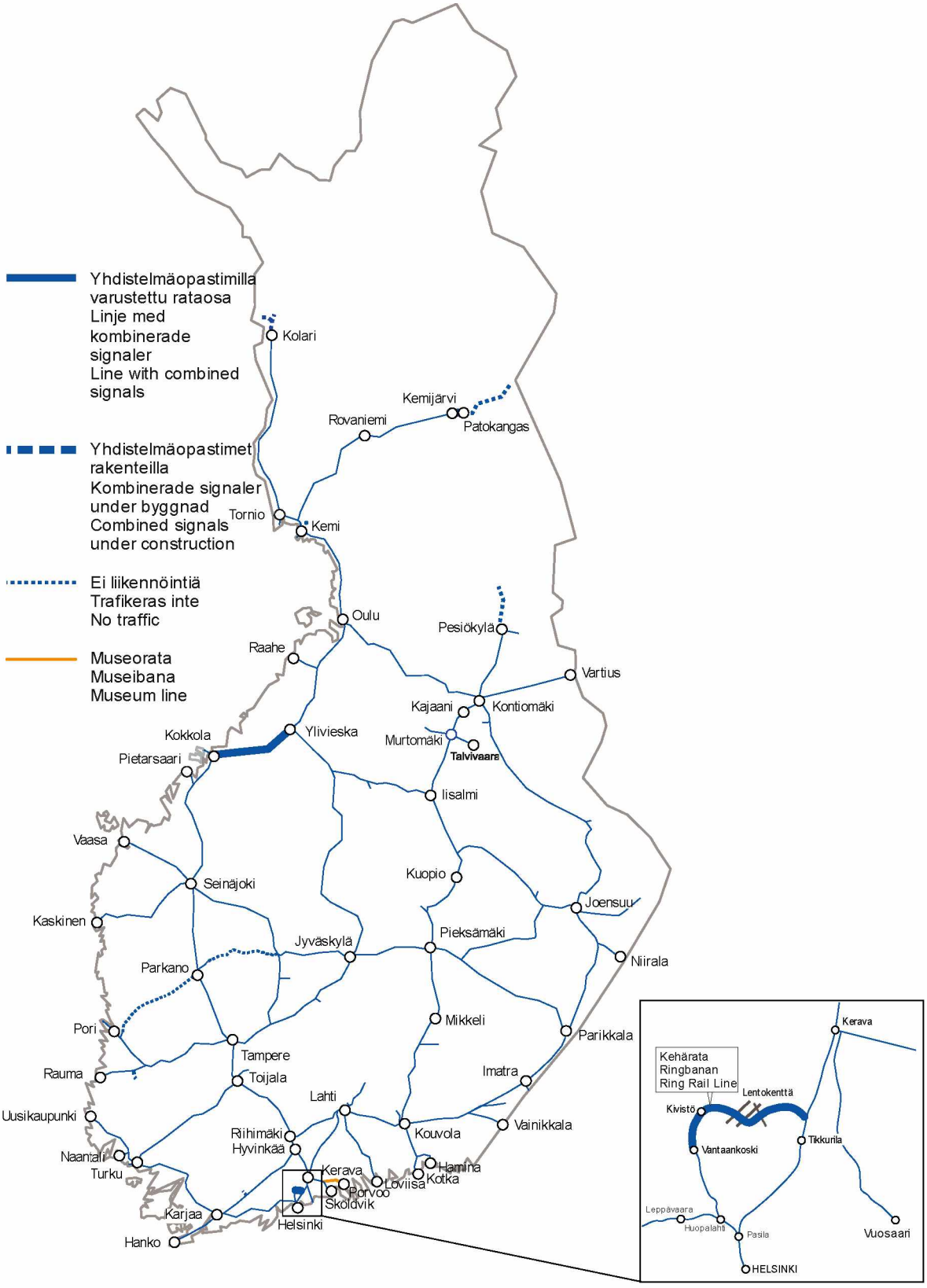


Figure 5. Lines with combined signals.

Vibration-related speed restrictions

Table 1. Vibration-related speed restrictions.

Operating Point	Operating Point	Km-stretch	Speed restriction
Helsinki–Riihimäki	Jokela	47+950–49+950	≥ 3000 ton trains 40 km/
Kerava–Sköldvik	Kerava	30+700–31+650	all trains 40 km/h
Kerava–Sköldvik	Nikkilä	38+850–40+160	all trains 40 km/h
Toijala–Turku	Toijala	149+900–150+300	all trains 40 km/h
Toijala–Turku	Loimaa	208+000–210+600	≥ 3000 ton trains 40 km/h
Toijala–Turku	Turku	271+900–273+700	≥ 3000 ton trains 40 km/h
Seinäjoki–Kaskinen	Kurikka	450+500–452+000	all trains 40 km/h
Seinäjoki–Oulu	Liminka	726+900–729+200	≥ 3000 ton trains 50 km/h
Seinäjoki–Oulu	Kempele	740+600–741+700	≥ 3000 ton trains 50 km/h
Riihimäki–Kouvola	Hollola	116+200–118+500	≥ 3000 ton trains 40 km/h
Riihimäki–Kouvola	Lahti	125+000–125+400	≥ 3000 ton trains 40 km/h
Riihimäki–Kouvola	Koria	182+900–186+400	all trains 60 km/h
Kouvola–Kotka	Myllykoski	201+500–203+100	≥ 3000 ton trains 40 km/h
Kouvola–Kotka	Keltakangas	207+300–207+700	all trains 60 km/h
Oulu–Kontiomäki	Oulu	762+800–763+800	≥ 3000 ton trains 45 km/h
Oulu–Kontiomäki	Muhos	786+000–790+000	≥ 3000 ton trains 60 km/h
Kerava–Lahti	Järvenpää	35+800–36+200	≥ 3000 ton freight trains 40 km/h

Speed Limits due to Track Conditions

The information in table 1 for 2016 will be updated on 11 December 2015

Section	Distance, km	Speed limit km/h	Location description

Maximum Train Speeds in Tunnels

This table presents the tunnels with a speed limit. The speed limit of the track section in question is applied for all other tunnels.

Table 1. *In the following tunnels there are operational restrictions due to the piston effect, when a train has one or more cars similar to those mentioned in the table.*

Tunnel	Km-location	Maximum speed [km/h]		
		Single deck	Double deck	Motorised trains
Helsinki–Karjaa				
Lillgård	46+790–46+977	160	120	180
Riddarbacken	47+770–48+043	160	120	180
Karjaa–Salo				
Bäljens	88+924–89+222	160	140	200
Köpskog	90+492–90+535	160	140	200
Åminne	92+391–92+492	160	140	200
Högbacka	94+365–94+565	160	140	200
Kaivosmäki	113+961–114+060	160	140	200
Haukkamäki	114+304–114+740	160	140	200
Harmaamäki	115+150–115+415	160	140	200
Lemunmäki	125+820–126+595	160	160	180
Märjänmäki	126+940–128+180	160	160	180
Lavianmäki	137+720–138+302	160	160	180
Tottola	139+084–139+615	160	120	180
Salo–Turku				
Halikko	150+207–150+393	160	140	200
Pepallonmäki	152+420–152+951	160	140	200
Orivesi–Jyväskylä				
Keljonkangas II	335+301–335+526	140	140	140

Table 2. *Following tunnels have speed limits due to their condition.*

Section	Tunnel	Km-location	Maximum speed [km/h]
Jämsänkoski–Jyväskylä	Lahdenvuori	308+200–312+700	120
Jämsänkoski–Jyväskylä	Paasivuori	330+100–332+700	120
Haapamäki–Jyväskylä	Möykynmäki	365+900–366+400	50

Bridge-Related Restrictions

On the movable bridges mentioned below, axle loads and speed impose restrictions on the running of rail vehicles. The speed restrictions are indicated by speed signs.

Bridges with Weight Restrictions

1) Kyrönsalmi bridge on the Parikkala-Savonlinna section of line:
   - Axle load restriction 225 kN
   - Maximum permitted speed on the bridge is 20 km/h

2) Seinäjoki, Kyrönjoki, Nenätönjoki, Kainastonjoki, Teuvanjoki, Närpiönjoki and Kaskistensalmi bridges on the Seinäjoki-Kaskinen section of line.
   - Axle load restriction 225 kN
   - Maximum speed on the bridges is 60 km/h, unless a lower speed limit is otherwise ordered.

The axle loads mentioned here shall not be exceeded, and the excess load shall be unloaded at the station where it is discovered.

These regulations do not apply to 6- or 8-axle wagons built according to the Russian standard, which can be carried over the above-mentioned bridges only as special transport on the conditions laid down in the transport permit.

Movable Bridges

Table 1. Restrictions related to movable bridges.

Bridge	Railway section	Permitted speed [km/h]
Pohja	Karjaa–Hanko	50
Kyrönsalmi	Savonlinna–Parikkala	20[1]
Pirttiniemi	Pieksämäki-Joensuu	40[2]
Taipale Canal	Pieksämäki-Joensuu	30[2]
Pielisjoki	Pieksämäki-Joensuu, Joensuu-Nurmes	50
Tikkalansaari	Pieksämäki-Kontiomäki	50
Uimasalmi	Joensuu–Nurmes	60
Tahkoluoto	Mäntyluoto–Tahkoluoto	50

[1] See bridges with weight restrictions.
[2] The bridge and the rail joints can be locked, in which case the permitted speed is 60 km/h.

Major track work and other track works affecting traffic in 2016

This appendix presents an estimate of the rail maintenance work that will be carried out during the 2016 timetable period and that may affect traffic. The information in the appendices may change once the details of funding and planning become clear. The updated list will be published on the Finnish Transport Agency website at http://portal.liikennevirasto.fi/sivu/www/f/ammattiliikenteen_palvelut/rataverkolla_liikennointi/liikennesuunnittelu/ratatyot..

Table 1. Track work in 2016.

Location	Affects traffic	Break description
SOUTHERN FINLAND		
Improvement of Helsinki railway yard	x	Weeknight and weekend breaks
Hakamäentie bridge	x	Weeknight and weekend breaks
Building of Central Pasila	x	Weeknight and weekend breaks. Alterations in track usage
Pasila western additional track	x	Weeknight and weekend breaks
Pasila–Käpylä: work on the new turnout continues	x	Weeknight and weekend breaks
Oulunkylä: turnout replacements	x	Weeknight and weekend breaks
Increased capacity on the section Pasila–Riihimäki	x	Weeknight and weekend breaks
Riihimäki: building of a track triangle	x	Weeknight and weekend breaks
Kerava-Sköldvik: repair or replacement of Nickby railway bridge	x	Total break for several days
Leppävaara–Kirkkonummi station arrangements: Jorvas	x	Only one track in use and weekend breaks. Commuter traffic arrangements
Deck at Kupittaa	x	Weeknight and weekend breaks
Deck at Tammisaari	x	Weeknight and weekend breaks
EASTERN FINLAND		
Riihimäki–Kouvola: repairs of areas with frost heave damage and soft soils	x	-
Kotka–Mussalo: underpass in Hirsisaari	x	24 h traffic break

Location	Affects traffic	Break description
EASTERN FINLAND continues		
Kuopio–Pieksämäki: fundamental improvement: Suonenjoki: work at traffic operating points	x	April–September: restricted track usage during work at Suonenjoki: track in Iisvesi direction closed to traffic. June–September: single track on railway section Salminen–Markkala. Weekend breaks and 48 h Midsummer break.
Simpele: rock blasting operations	x	Simpele: track r001 closed two weeks to train traffic
Jyväskylä–Äänekoski: renovation and electrification, Kangasvuori tunnel construction	x	Total break 2–6 months. Weekend breaks from Fri evening to Mon morning. Daily 4–8 h track possessions. Coordinated with the work on the Jämsä–Jyväskylä railway section.
WESTERN FINLAND		
Riihimäki–Toijala: repairs of areas with frost heave damage and soft soils	x	-
Jämsä–Jyväskylä: Jämsänjoki railway bridge	x	3 day total break 10x10h weekend breaks. Jyväskylä–Haapamäki–Orivesi: detour for freight traffic. Coordinated with the work on the Jämsänkoski–Jyväskylä railway section.
Jämsänkoski–Jyväskylä: fundamental tunnel improvement	x	Total break 2-3 months. Detour for freight traffic on the section Jyväskylä–Haapamäki–Orivesi.
Lahdenperä–Jyväskylä: signal box replacements	-	
Tampere Central Arena project: deck construction and turnout and track alterations at the southern end of the Tampere passenger railway yard	-	No work affecting traffic in 2016.
Tampere–Seinäjoki: turnout replacements (V001 and V002) between Ylöjärvi and Lakiala	x	Weekend breaks. Restrictions imposed on passing track. Coordinated with the work on the Seinäjoki-Oulu railway section.
Tampere–Seinäjoki: axle load increased to 25t	x	Weekend breaks

Location	Affects traffic	Break description
WESTERN FINLAND continues		
Pännäinen–Pietarsaari: electrification	x	3x24h total break in May–October. Daily 4–6 h track possessions
Improved level of service on the section Seinäjoki–Oulu: Ruha–Lapua double track, piled slab in Härmä, Kokkola–Ylivieska double track	x	Seinäjoki–Kokkola–Ylivieska 20h weekend breaks. 24h Midsummer break. Combined with other breaks on the Seinäjoki–Oulu section.
NORTHERN FINLAND		
Improved level of service on the section Seinäjoki–Oulu: Ylivieska: joining of double track and renewal of railway bridges at Kalajoki.	x	16h weekend breaks, 48h Midsummer break. During the breaks, the Ylivieska traffic operating point is closed in the Oulu, Iisalmi and Kokkola directions. Combined with other breaks on the Seinäjoki–Oulu section
Improved level of service on the section Seinäjoki–Oulu: Liminka–Oulu: Realignment of the track at Temmesjoki	x	12.5 h weekend break. Combined with other breaks on the Seinäjoki–Oulu section
Oulu–Kontiomäki 43 km superstructure renewal	x	10 h track possessions. Mon–Fri for 15 weeks. Weekend breaks. Coordinated with the work on the Seinäjoki-Oulu railway section.
Ii: Underpass in Kuivaniemi	x	Weekend break
Oulu–Tornio: repairs of areas with frost heave damage and soft soils	x	-
Kontiomäki–Vartius: repairs of areas with frost heave damage and soft soils	x	-
Raahe–Hämeenlinna: axle load increased to 25 t	x	Tuomioja–Raahe: daily track possessions and weekend breaks. Coordinated with the work on the Seinäjoki-Oulu railway section.
Kemijärvi–Patokangas (Isokylä), improvement and track triangle	x	-
Oulu–Laurila: rail replacement, turnouts and ballast on main line	x	-

Location	Affects traffic	Break description
OTHER BREAKS		
Investments to improve punctuality	x	-
Level crossing renewals and removals, station arrangements	x	-
Bridge, culvert and superstructure repairs	x	-
Renewal and maintenance of the catenary system, droppers, foundations	x	-
Investments to secure availability of raw materials for the wood processing industry	x	-
Replacement of individual turnouts at the following railway yards: Helsinki, Kouvola, Kotka, Hamina, Vainikkala, Harakka railway yard at Imatra, Joensuu, Pieksämäki, Tampere, Seinäjoki, Jyväskylä, Turku, Riihimäki, Oulu	x	8-16 h track possessions
Walking inspections on tracks where the maximum allowed speed exceeds 140 km/h	x	-
Maintenance tamping of tracks and turnouts	x	-
Replacement of single sleepers and worn rails in curves	x	-
Rolling stock monitoring equipment	x	-
Removal of mandatory signals at sets of tracks	-	-
Introduction of the remote control system in Western Finland	-	-
Signal boxes on the section Riihimäki–Tampere–Seinäjoki	-	-
Kerava–Vuosaari: Maintenance of Savio tunnel	x	8 h track possession on Mondays
Helsinki–Riihimäki: catenary maintenance	x	4 h track possessions on the first night between Monday and Tuesday of the month

CONTACTS

Traffic and track work co-ordinators (Finrail Oy)

Helsinki
liikennesuunnittelu.helsinki@liikenteenohjaus.fi
Miikkola Reijo 040 866 3840
Lahtinen Hannu 040 866 3751
Hyppänen Pertti 040 862 0926

Tampere
liikennesuunnittelu.tampere@liikenteenohjaus.fi
Jalanto Esko 040 863 0570
Kunelius Juha 040 863 1118
Järvinen Antti 040 863 0030

Oulu
liikennesuunnittelu.oulu@liikenteenohjaus.fi
Meripaasi Sakari 040 864 5450
Tumelius Tommi 040 864 5446

Kouvola
liikennesuunnittelu.kouvola@liikenteenohjaus.fi
Lahtinen Juha 040 863 4271
Lyytikäinen Juha 046 921 4815
Papunen Arto (Joensuu) 040 864 0379

Traffic and track work co-ordination areas

- Helsinki
- Tampere
- Oulu
- Kouvola

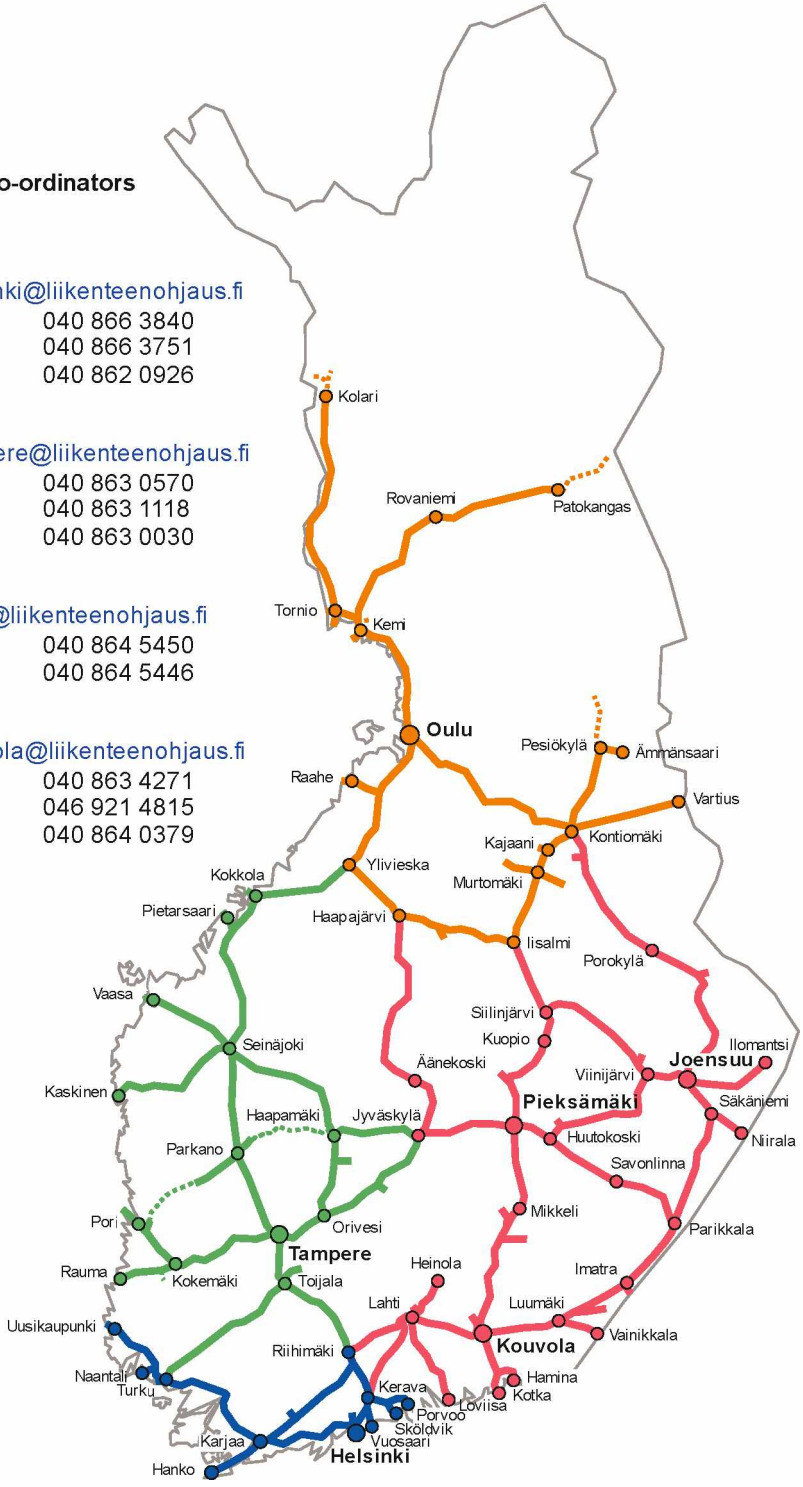


Figure 1. Traffic Planning Areas and Contacts.

Passenger Information at the Stations of the State-owned Railway Network

The Finnish Transport Agency is responsible for the electronic and fixed passenger information at railway stations and in platform areas. The electronic information is produced in the passenger information and announcement system MIKU. MIKU generally produces information automatically, but in extraordinary situations the personnel of the Information Centre or the Traffic Control enters the data on the screens or give announcements.

The table below includes information about the passenger information at the traffic operating points. Information regarding the stations at the new Ring Rail Line, opening to traffic in 2015, and other possible changes will be updated on the FTA's website http://portal.liikennevirasto.fi/sivu/www/e/professionals/network_statement.

Table 1. Passenger information at operating points.

Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Yhteensä		**13**	**66**	**459**	**36**	**6**	**41**	**3**	**397**	**1021**
Alavus			1	0	0	0	0	0	0	**1**
Dragsvik		1		0	0	0	0	0	0	**1**
Eläinpuisto-Zoo			1	0	0	0	0	0	0	**1**
Eno			1	0	0	0	0	0	0	**1**
Espoo	Esbo			6	0	0	0	0	14	**20**
Haapajärvi			1	0	0	0	0	0	0	**1**
Haapamäki				0	0	0	0	0	0	**0**
Haarajoki				4	0	0	0	0	4	**8**
Hankasalmi			1	0	0	0	0	0	0	**1**
Hanko	Hangö		1	0	0	0	0	0	0	**1**
Hanko-Pohjoinen	Hangö Norra	1		0	0	0	0	0	0	**1**
Harjavalta				0	0	0	0	0	1	**1**
Haukivuori			1	0	0	0	0	0	0	**1**
Heinävesi			1	0	0	0	0	0	0	**1**
Helsinki	Helsingfors			20	6	2	10	3	38	**79**
Herrala			1	0	0	0	0	0	0	**1**
Hiekkaharju	Sandkulla			4	0	0	0	0	2	**6**
Hikiä			1	0	0	0	0	0	0	**1**
Humppila				3	0	0	0	0	2	**5**
Huopalahti	Hoplax			8	0	0	0	0	10	**18**
Hyvinkää	Hyvinge			4	0	0	0	0	4	**8**
Hämeenlinna	Tavastehus			5	2	0	0	0	4	**11**
Höljäkkä		1		0	0	0	0	0	0	**1**
Iisalmi	Idensalmi			1	0	0	0	0	2	**3**

Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Iittala				2	0	0	0	0	0	**2**
Ilmala				2	0	0	0	0	2	**4**
Imatra				2	0	0	0	0	2	**4**
Inkeroinen			1	0	0	0	0	0	0	**1**
Inkoo	Ingå		1	2	0	0	0	0	0	**3**
Isokyrö	Storkyro		1	0	0	0	0	0	0	**1**
Joensuu				3	0	0	0	0	6	**9**
Jokela				4	0	0	0	0	2	**6**
Jorvas			1	2	0	0	0	0	0	**3**
Joutseno				2	0	0	0	0	0	**2**
Juupajoki			1	0	0	0	0	0	0	**1**
Jyväskylä				3	2	0	10	0	0	**15**
Jämsä				2	0	0	0	0	1	**3**
Järvelä			1	0	0	0	0	0	0	**1**
Järvenpää	Träskända			7	0	0	0	0	4	**11**
Kajaani	Kajana			1	0	0	0	0	2	**3**
Kannelmäki	Gamlas			2	0	0	0	0	0	**2**
Kannus				0	0	0	0	0	1	**1**
Karjaa	Karis			7	0	0	1	0	4	**12**
Karkku			1	0	0	0	0	0	0	**1**
Kauhava				1	0	0	0	0	0	**1**
Kauklahti	Köklax			3	0	0	0	0	1	**4**
Kauniainen	Grankulla			3	0	0	0	0	2	**5**
Kausala				2	0	0	0	0	0	**2**
Kemi				2	0	0	0	0	2	**4**
Kemijärvi			1	0	0	0	0	0	0	**1**
Kera				2	0	0	0	0	0	**2**
Kerava	Kervo			10	0	0	0	0	11	**21**
Kerimäki			1	0	0	0	0	0	0	**1**
Kesälahti				1	0	0	0	0	0	**1**
Keuruu			1	0	0	0	0	0	0	**1**
Kilo				4	0	0	0	0	0	**4**
Kirkkonummi	Kyrkslätt			3	0	0	0	0	3	**6**
Kitee				1	0	0	0	0	1	**2**
Kiuruvesi			1	0	0	0	0	0	0	**1**
Kohtavaara		1		0	0	0	0	0	0	**1**
Koivuhovi	Björkgård			2	0	0	0	0	0	**2**
Koivukylä	Björkby			4	0	0	0	0	5	**9**
Kokemäki	Kumo			0	0	0	0	0	0	**0**
Kokkola	Karleby			6	0	0	0	0	2	**8**
Kolari				0	0	0	0	0	2	**2**
Kolho			1	0	0	0	0	0	0	**1**

Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Kontiomäki				0	0	0	0	0	1	**1**
Koria				2	0	0	0	0	0	**2**
Korso				4	0	0	0	0	2	**6**
Kotka				0	0	0	0	0	1	**1**
Kotkan satama			1	0	0	0	0	0	0	**1**
Kouvola				13	2	0	5	0	2	**22**
Kuopio				4	0	0	0	0	6	**10**
Kupittaa	Kuppis			4	0	2	2	0	4	**12**
Kylänlahti		1		0	0	0	0	0	0	**1**
Kymi	Kymmene	1		0	0	0	0	0	0	**1**
Kyminlinna		1		0	0	0	0	0	0	**1**
Kyrölä				2	0	0	0	0	0	**2**
Käpylä	Kottby			4	0	0	0	0	2	**6**
Lahti	Lahtis			12	2	0	0	0	5	**19**
Laihia	Laihela		1	0	0	0	0	0	0	**1**
Lapinlahti				2	0	0	0	0	0	**2**
Lappeenranta	Villmanstrand			3	0	0	4	0	1	**8**
Lappila			1	0	0	0	0	0	0	**1**
Lappohja	Lappvik	1		0	0	0	0	0	0	**1**
Lapua	Lappo		1	0	0	0	0	0	0	**1**
Lempäälä				2	0	0	0	0	0	**2**
Leppävaara	Alberga			8	0	0	1	0	5	**14**
Lieksa			1	0	0	0	0	0	0	**1**
Lievestuore			1	0	0	0	0	0	0	**1**
Loimaa				1	0	0	0	0	1	**2**
Louhela	Klippsta			2	0	0	0	0	2	**4**
Luoma	Bobäck			2	0	0	0	0	0	**2**
Lusto			1	0	0	0	0	0	0	**1**
Malmi	Malm			4	0	0	0	0	8	**12**
Malminkartano	Malmgård			4	0	0	0	0	4	**8**
Mankki	Mankby			2	0	0	0	0	0	**2**
Martinlaakso	Mårtensdal			4	0	0	0	0	2	**6**
Masala	Masaby			4	0	0	0	0	0	**4**
Mikkeli	St. Michel			5	0	2	0	0	7	**14**
Misi		1		0	0	0	0	0	0	**1**
Mommila			1	0	0	0	0	0	0	**1**
Muhos			1	0	0	0	0	0	0	**1**
Muurola			1	0	0	0	0	0	0	**1**
Myllykoski			1	0	0	0	0	0	0	**1**
Myllymäki			1	0	0	0	0	0	0	**1**
Myyrmäki	Myrbacka			2	0	0	0	0	1	**3**
Mäkkylä				2	0	0	0	0	2	**4**

Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Mäntsälä				4	0	0	0	0	4	**8**
Mäntyharju				4	0	0	0	0	1	**5**
Nastola				2	0	0	0	0	0	**2**
Nivala			1	0	0	0	0	0	0	**1**
Nokia			1	0	0	0	0	0	1	**2**
Nuppulinna				2	0	0	0	0	0	**2**
Nurmes			1	0	0	0	0	0	0	**1**
Oitti			1	0	0	0	0	0	0	**1**
Orivesi				2	0	0	0	0	1	**3**
Orivesi keskusta				0	0	0	0	0	0	**0**
Oulainen				3	0	0	0	0	1	**4**
Oulu	Uleåborg			6	2	0	0	0	5	**13**
Oulunkylä	Åggelby			4	0	0	0	0	4	**8**
Paimenportti		1		0	0	0	0	0	0	**1**
Paltamo			1	0	0	0	0	0	0	**1**
Parikkala				5	0	0	0	0	2	**7**
Parkano				3	0	0	0	0	2	**5**
Parola				2	0	0	0	0	0	**2**
Pasila	Böle			40	4	0	1	0	56	**101**
Pasila autojuna-asema	Böle biltågstation			2					2	**4**
Pello			1	0	0	0	0	0	0	**1**
Petäjävesi			1	0	0	0	0	0	0	**1**
Pieksämäki				9	2	0	0	0	2	**13**
Pihlajavesi			1	0	0	0	0	0	0	**1**
Pitäjänmäki	Sockenbacka			4	0	0	0	0	4	**8**
Pohjois-Haaga	Norra Haga			2	0	0	0	0	2	**4**
Pori	Björneborg			0	0	0	0	0	3	**3**
Puistola	Parkstad			4	0	0	0	0	4	**8**
Pukinmäki	Bocksbacka			4	0	0	0	0	3	**7**
Punkaharju			1	0	0	0	0	0	0	**1**
Purola				2	0	0	0	0	0	**2**
Pyhäsalmi			1	0	0	0	0	0	0	**1**
Pännäinen	Bennäs			4	0	0	0	0	1	**5**
Pääskylahti			1	0	0	0	0	0	0	**1**
Rekola	Räckhals			2	0	0	0	0	1	**3**
Retretti			1	0	0	0	0	0	0	**1**
Riihimäki				8	6	0	3	0	11	**28**
Rovaniemi				3	0	0	0	0	5	**8**
Runni			1	0	0	0	0	0	0	**1**
Ruukki			1	0	0	0	0	0	0	**1**
Ryttylä				2	0	0	0	0	0	**2**

Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Salo				6	0	0	1	0	3	**10**
Santala	Sandö	1		0	0	0	0	0	0	**1**
Saunakallio				4	0	0	0	0	0	**4**
Savio				4	0	0	0	0	1	**5**
Savonlinna	Nyslott			0	0	0	0	0	1	**1**
Seinäjoki				9	2	0	0	0	7	**18**
Siilinjärvi				1	0	0	0	0	1	**2**
Simpele			1	0	0	0	0	0	0	**1**
Siuntio	Sjundeå			2	0	0	0	0	0	**2**
Skogby		1		0	0	0	0	0	0	**1**
Sukeva			1	0	0	0	0	0	0	**1**
Suonenjoki				1	0	0	0	0	1	**2**
Tammisaari	Ekenäs		1	0	0	0	0	0	0	**1**
Tampere	Tammerfors			15	2	0	0	0	27	**44**
Tapanila	Mosabacka			4	0	0	0	0	2	**6**
Tavastila		1		0	0	0	0	0	0	**1**
Tervajoki			1	0	0	0	0	0	0	**1**
Tervola			1	0	0	0	0	0	0	**1**
Tikkurila	Dickursby			15	0	0	0	0	26	**41**
Toijala				4	0	0	0	0	3	**7**
Tolsa	Tolls			2	0	0	0	0	0	**2**
Tornio-Itäinen	Torneå Östra		1	0	0	0	0	0	0	**1**
Tuomarila	Domsby			3	0	0	0	0	0	**3**
Turenki				2	0	0	0	0	0	**2**
Turku	Åbo			9	2	0	3	0	3	**17**
Turku satama	Åbo hamn			2	0	0	0	0	3	**5**
Tuuri			1	0	0	0	0	0	0	**1**
Uimaharju			1	0	0	0	0	0	0	**1**
Utajärvi			1	0	0	0	0	0	0	**1**
Uusikylä				2	0	0	0	0	0	**2**
Vaala			1	0	0	0	0	0	0	**1**
Vaasa	Vasa			2	2	0	0	0	4	**8**
Vainikkala			1	0	0	0	0	0	0	**1**
Valimo	Gjuteriet			4	0	0	0	0	1	**5**
Vammala			0	0	0	0	0	0	1	**1**
Vantaankoski	Vandaforsen			2	0	0	0	0	2	**4**
Varkaus				0	0	0	0	0	3	**3**
Vihanti				4	0	0	0	0	1	**5**
Vihtari			1	0	0	0	0	0	0	**1**
Viiala				2	0	0	0	0	0	**2**
Viinijärvi			1	0	0	0	0	0	0	**1**
Villähde				2	0	0	0	0	0	**2**

Station	Swedish name of Station	No information system	Only an announcement system	Track displays	Main displays	Special displays (bridge and other displays	LCD monitors	Tunnel displays	TFT displays	Total
Vilppula			1	0	0	0	0	0	0	**1**
Vuonislahti			1	0	0	0	0	0	0	**1**
Ylistaro			1	0	0	0	0	0	0	**1**
Ylitornio	Övertorneå		1	0	0	0	0	0	0	**1**
Ylivieska				3	0	0	0	0	2	**5**
Ähtäri	Etseri		1	0	0	0	0	0	0	**1**

GSM-R (RAILI) Network

The Finnish Transport Agency's GSM-R network, RAILI for short, acts as the railways' integrated communication system, serving primarily traffic controllers, drivers and train guards as well as shunting managers and those responsible for track work. The network covers track and railway yards over a distance of about 5,000 km. More information is available in chapter 3.3.3.4 (Communications Systems) of the Network Statement as well as on the Finnish Transport Agency's website http://www.liikennevirasto.fi.

Finnish GSM-R (RAILI) network is presented in figure 1.

What to consider when using the RAILI network

External interferences still affect the use of RAILI phones. The base stations for commercial mobile networks which cover the railway area are blocking the RAILI phone receiver by interfering with or even obstructing all communication in the disturbance area.

In traffic safety duties it is best to have a spare phone at hand, the contact information of which is known to the traffic control.

The contact information of the railway operational communication and the emergency contact information of the traffic control can be found on the RAILI list, which is managed by the Finnish Transport Agency on its Extranet site:

http://portal.liikennevirasto.fi/sivu/www/f/urakoitsijat_suunnittelijat/konsulteille/Extranet

Possible changes in usage

In 2017, Finland's Public Authority Network VIRVE will most likely be used for the railway verbal communication between traffic control and train drivers. The Finnish Government is expected to reach a decision on this in spring 2015. The transition period is planned to begin during the timetable period 2016. Information about possible changes in the use of the RAILI network will be updated in the Network Statement and on the FTA's website. RAILI network users will also be informed.

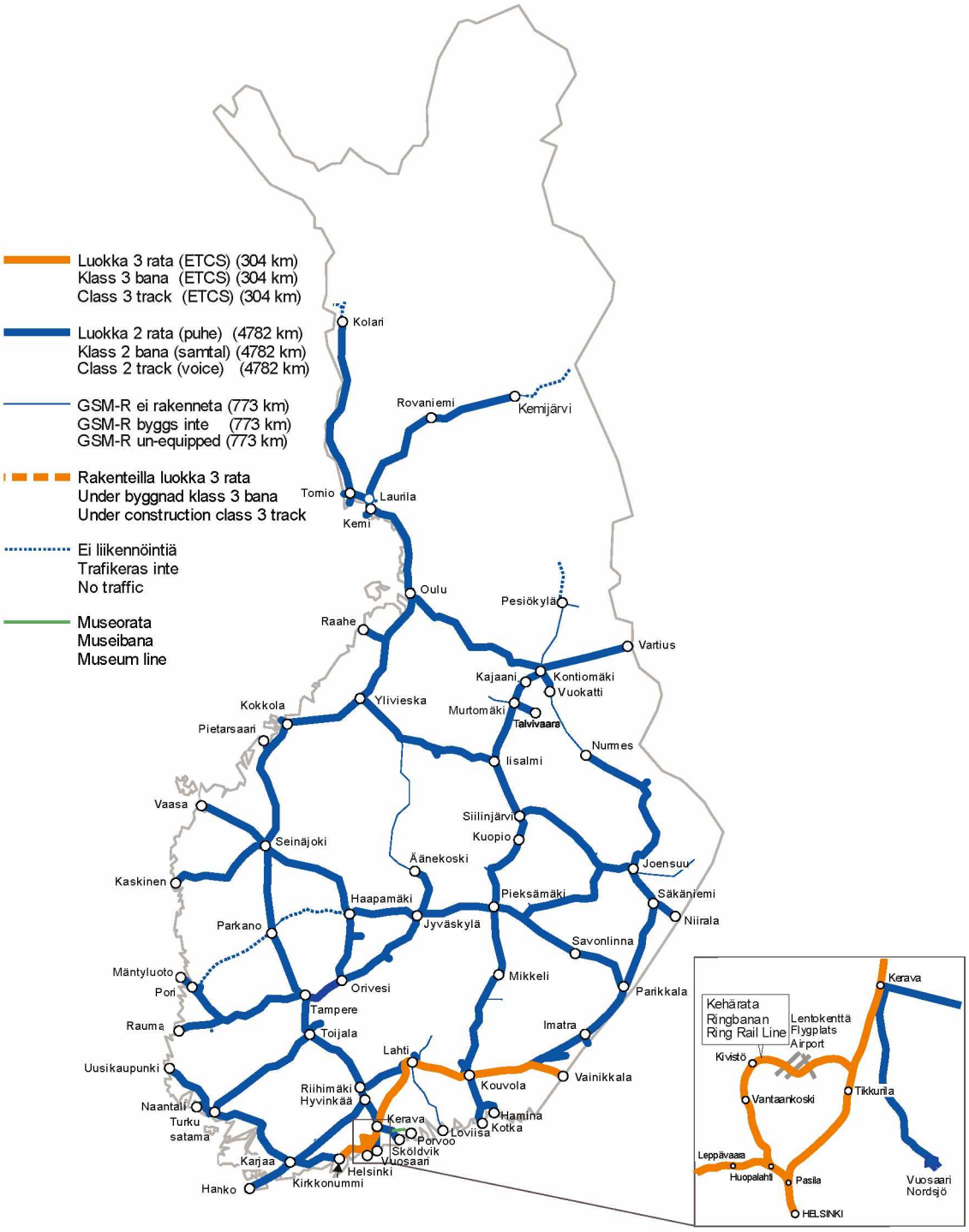


Figure 1. The Finnish GSM-R network.

Rolling Stock Speed in the Railway Network

SPEED DEPENDING ON THE ROLLING STOCK

The rolling stock for which the Finnish Transport Safety Agency has granted a commissioning licence, which is valid until further notice, has been listed in the tables below. As soon as the above mentioned commissioning licence has been granted, the rolling stock type will be entered into the respective table.

Table 1. Maximum speed allowable for locomotives and train sets

Superstructure category						
Series	**A**[1]	**B**$_1$	**B**$_2$	**C**$_1$	**C**$_2$	**D**
Dv12	50[2, 3]	100	110	125	125	125
Dv17 9810 6003070-8	30	40	40	40	40	40
Dr14, added weight	–	50	75[4]	75[4]	75[4]	75[4]
Dr16	–	70	110	140[5]	140[5]	140[5]
Dr17 9810 6007001-9	30	65	65	65	65	65
Dr17 9810 6006010-1	–	50	50	50	50	50
Dr25 9810 8029002-7	20	25	25	25	25	25
Dr25 9810 8129002-6	20	25	25	25	25	25
Dr25 9810 8129003-4	20	25	25	25	25	25
Dr35 9810 8039011-6	20	60	60	60	60	60
Dr35 9810 8139005-7	–	30	30	30	30	30
Dr35 9810 8139006-5	–	30	30	30	30	30
Dr35 9810 8039013-2	35	60	60	60	60	60
Dr45 9810 8049001-5	–	60	60	60	60	60
Sr1	–	80	100	140	140	140
Sr2	–	80	100	180[6]	200	210
Train sets						
Sm1, Sm2	–	90	110	120	120	120
Sm3	–	100	110	180	200	220
Sm4	–	90	110	160	160	160
Sm5	–	90	110	160	160	160
Sm6	–	100	110	180	200	220
Dm12	50	100	110	120	120	120

[1] For tracks belonging to superstructure category A, see USE OF LOCOMOTIVES ON TRACKS BELONGING TO SUPERSTRUCTURE CATEGORY A.

[2] Max. speed 40 km/h in curves with a radius under 600 m. Max. speed 60 km/h on the line section Äänekoski-Haapajärvi.

[3] 20 km/h in the deflecting section of K30 turnouts.

[4] 80 km/h when hauled

[5] 135 km/h without wagons, either on its own or with double heading.

[6] 160 km/h without wagons. 160 km/h with double heading.

SMALL-POWER LOCOMOTIVES AND TRACK MOTOR CARS

(Towing speed in brackets, if it differs from the maximum speed when self-propelled)

Superstructure category				
Series	**A[1]**	**B_1**	**B_2**	**C_1, C_2, D**
Tve1	30 (60)	30 (80)	30 (80)	30 (80)
Tve2	45 (60)	45 (80)	45 (80)	45 (80)
Tve4	35	60	80	80
Tve5	20 (50)	20 (50)	20 (50)	20 (50)
Tka3–6	60	60 (80)	60 (80)	60 (80)
Tka7, numbers 168–238, 243–247	60	80	80	80
Tka7, with snow plough, numbers 168–238	35[7]	60[7] (80)	60[7] (80)	60[7] (80)
Tka7, numbers 239–242	50	80	80	80
Tka7, with snow plough, numbers 239–247	35[7]	60[7] (80)	60[7] (80)	60[7] (80)
Tka7, with welding container, numbers 168–238, 243–247	35	60	60	80
Tka8	35	60	80	80
Tka9 numbers 91901	20[8]	50[8]	70[8]	70[8]
Otso4 numbers 920001	20[9]	45	45	45

MAXIMUM ALLOWABLE SPEED FOR SELF-PROPELLED MACHINERY

(Hauling speed in brackets, if the machine can be coupled to the train and the hauling speed differs from the above mentioned)

Superstructure category				
Series	**A**	**B_1**	**B_2**	**C_1, C_2, D**
Track inspection cars				
Et number 66	20[10]	60	60	100
Ttr1 number 51	60	80	120	120
Snow brooms				
Tlh number 741[11]	50	60	60	60
Snow ploughs				
Tla 90109691001-2	35	60	60	60
Rail planing machines				
Tkh number 894[11]	60	80	80	80
Track renewal machines				
Trk number 870	20	20 (50)	20 (80)	20 (100)
Ballast ploughs				
Tsl numbers 880, 882, 884, 885, 890 [11]	70	80	80	80

[7] The maximum snow-ploughing speed is specified in the machine operator's manual.
[8] Hauling according to the manufacturer's instructions.
[9] 20 km/h on sidings which belong to superstructure category A.
[10] Same as the maximum speed on the section in question, as assessed by a railway technology specialist taking the measurements, and a representative of the local maintenance entrepreneur.
[11] Wheel diameter max. 790 mm, which necessitates caution in diamond crossings with slips.

Superstructure category				
Tsl number 883[11]	35	50	60	60
Tsl number888[11]	50	60	60	80
Tsl number 889[11]	20	50	80	80
Tsl number 91021	20	70	70	70
Ballast cleaning machines				
Tsp numbers 891, 893	20	60	80	80
Tsp number 892	50	80	80	80
Multi-purpose machines				
Ttm1 number 91101	20[12]	50	70	70
Tamping machines				
Ttk1[11] numbers 801–803, 821, 823, 831, 91042	60	80	80	80
Ttk1[11] number 818–820	25 (50) [13]	25 (50) [13]**Virhe. Kirjanmerkkiä ei ole määritetty.**	25 (50) [13]	25 (50) [13]
Ttk1[11] numbers 822, 824–829	50	50 (80)	50 (80)	50 (80)
Ttk1[11] number 830	60	85 (90)	85 (90)	85 (90)
Ttk1[11] numbers 832, 833	50	80	80	80
Ttk1 number 834	50[14]	80	80	80
Ttk1[11] number 91041	60	60	60	60
Ttk1 number 91042	60	70	70	70
Ttk1 number 9010 9122002-9	50	80	80	80
Ttk1 number 9010 9422001-8	50	80	80	80
Stabilisation machines				
Ttk2 numbers 841, 844, 849[11]	60	80	80	80
Ttk2 number 842[11]	35	60	60	80
Ttk2 numbers 850, 856	20	60	80	90 (100)
Ttk2 numbers 851–855[11]	50	50 (80)	50 (80)	50 (80)
Ttk2 number 857	20	60	80	80 (100)
Ttk2 number 858	– [14]	60	75	90 (100)
Ttk2 number 859	20[14]	60	75	90 (100)
Ttk2 number 91051	15	35	50	70[15]
Ballast compacting machines				
Ttk3 numbers 862, 863[11]	60	80	80	80
Tamping machines				
Ttk4 number 91501	20	40	40	40
Ttk5 numbers 9010 9422001-8	50	80	80	80
Service and inspection vehicles on electrified lines				
Tta numbers 1, 2	30[16]	30[16]	50[16]	50[16]
Tta number 3	30[16]	50[16]	70[16]	70[16]

[12] Max. axle load of trailer vehicle 160 kN (16 t).

[13] 15 km/h in turnouts.

[14] Max. 20 km/h on sidings which belong to railway category A.

[15] Max. hauling speed 80 km/h.

[16] 5 km/h in diamond crossing with slips, due to the small wheel diameter (440 mm).

Superstructure category				
Tte numbers 21–29	70	100	110	110
Tte numbers 91201, 91202	20	60	80	80
Ttv numbers 6, 9, 12, 15	50	70	70	90
Rail-mounted cranes				
Tnk4 numbers 982, 983	15 (20)	15 (50)	15 (60)	15 (60)
Tnk4 number 984	15 (50)	15 (60)	15 (60)	15 (60)
Tnk4 numbers 985–989	15 (60)	15 (60)	15 (60)	15 (60)
Tnk4 number 990	15 (20)	15 (50)	15 (60)[17]	15 (60)[17]
Electrification trains				
Tnv-sr numbers 911002, 911003	40 (40)	40 (60)	40 (80)	40 (100)

MAXIMUM SPEED FOR MUSEUM LOCOMOTIVES

(Hauling speed in brackets, whether it differs from the maximum speed when self-propelled)

Superstructure category				
Series	**A[18]**	**B_1**	**B_2**	**C_1, C_2, D**
Dr12	20[19]	60[20]	90	120
Dr13	20[19]	100	110	120
Dv15	60	75 (80)	75 (80)	75 (80)
Dv16	60	85	85	85
Hr1	20[19]	80	100	110[21]
Hv1	60	80	80	80
Hv3	20[22]	70	70	70
Pr1	20[19]	80	80	80
Tk3	60	60	60	60
Tr1	20[19]	80	80	80
Vr1	40[23]	40	40	40
Rau 2	70	70	70	70
Dm7	70	95	95	95
Dm9	50	100	110	120

USE OF LOCOMOTIVES ON TRACKS BELONGING TO SUPERSTRUCTURE CATEGORY A

Locomotives of the Dr and Sr series must not operate on tracks belonging to superstructure category A. Locomotives of the Dr and Sr series are allowed to operate at a maximum speed of 20 km/h on sidings when carrying out renewal work. Other types of locomotives may operate at a maximum speed of 50 km/h on tracks belonging to superstructure category A.

TRANSPORT OF OVERWEIGHT WAGONS

[17] Hauling speed 80 km/h, when the balance weight has been moved to the crane trailer.
[18] For tracks belonging to superstructure category A, see USE OF LOCOMOTIVES ON TRACKS BELONGING TO SUPERSTRUCTURE CATEGORY A.
[19] Operation only allowed on sidings.
[20] 80 km/h on the line sections Orivesi–Haapamäki and Haapamäki–Jyväskylä.
[21] 100 km/h without wagons, either on its own or with double heading.
[22] Max. speed 20 km/h in the deflecting section of K30 turnouts.
[23] 25 km/h on its own.

A wagon whose axle load exceeds the maximum axle load given for the different line sections in the appendix 6 is overweight for that line section. The terms for transporting wagons with an axle load over 225 kN in eastern transit traffic are listed below.

The load specified in the wagon load table may not be exceeded intentionally. Any excess load must be unloaded at the first possible traffic operating point, if the load exceeds the permitted load by more than 5% when the maximum axle load is 225 kN or by more than 2% when the maximum axle load is 250 kN.

Overweight wagons must be transported in line with the regulations governing exceptional transport. Before transport the wagon's wheel sets and the rest of the bogie structure must be inspected.

Temporary transport of overweight wagons can be considered in case of ad hoc need. Any temporary transport of overweight loads must be notified to the track's maintenance operator with a view to monitoring the condition of the track superstructure.

Transport of overweight wagons in the domestic and western transit traffic

When the maximum axle load of a wagon is 225 kN, individual wagons bearing excess weight may be transported at no more than the following speeds:

Superstructure category	Maximum axle load kN	Speed km/h
A	225[24]	20[24]
B1	235	35
B2	235	50
C1, C2, D	235	80

Transport of wagons with an axle load over 225 kN in the eastern transit traffic and on line sections belonging to superstructure categories C and D, on which it is allowed to operate with a maximum axle load of 250 kN.

Maximum axle load 245 kN.

In the eastern transit traffic, individual wagons with an axle load over 225 kN, but no more than 245 kN, may be transported at the speed limit imposed on axle loads exceeding 225 kN.

Maximum speed 60 km/h.

Transport of wagons with an axle load over 225 kN in the eastern transit traffic and on line sections belonging to superstructure categories C and D, on which it is allowed to operate with a maximum axle load of 225 kN.

[24] On main lines and secondary tracks belonging to superstructure category A, individual overweight wagons with axle loads exceeding 200 kN, but no more than 225 kN, may only be transported on a temporary basis at a speed of 20 km/h. It is prohibited to operate wagons with an axle load exceeding 225 kN on main lines and secondary tracks.

a) Axle load over 225 kN, but no more than 235 kN
Maximum speed 60 km/h.

Maximum axle load 235 kN.

In the eastern transit traffic, individual wagons with an axle load over 225 kN, but no more than 235 kN, may be transported at the speed limit imposed on axle loads exceeding 225 kN.

b) Axle load over 235 kN

In case the axle load of a wagon in the eastern transit traffic exceeds 235 kN, the Rail Traffic Management Centre at the Finnish Transport Agency grants transport permits up to an axle load of 245 kN on the line sections listed below. For other line sections, permission must be granted by the Infrastructure and Environment Department at the Finnish Transport Agency. The wagons must be transported as abnormal loads at the speed specified in the permit.

Kerava–Sköldvik
Tampere–Seinäjoki
Lielahti–Kokemäki
Kokemäki–Harjavalta
Kokemäki–Rauma
Seinäjoki–Oulu
Kokkola–Ykspihlaja
Tuomioja–Raahe
Raahe–Rautaruukki
Riihimäki–Hakosilta
Kouvola–Kotka
Kotka Hovinsaari–Kotka Mussalo
Juurikorpi–Hamina
Luumäki–Joensuu
Imatra tavara–Imatrankoski-raja
Niirala-raja–Säkäniemi
Joensuu–Uimaharju
Kouvola–Pieksämäki
Pieksämäki–Kontiomäki
Pieksämäki–Joensuu
Siilinjärvi–Viinijärvi
Iisalmi–Ylivieska
Oulu–Laurila
Laurila–Tornio
Tornio–Röyttä
Oulu–Kontiomäki
Kontiomäki–Vartius-raja

Transport of wagons with an axle load over 225 kN in the eastern transit traffic on a line section belonging to superstructure category B.

Individual wagons with axle loads exceeding 235 kN may temporarily be transported as abnormal loads on a line section belonging to superstructure category B1 at a speed of

35 km/h, and at 50 km/h on a line section belonging to superstructure category B2. A permit for this must be granted by the Rail Traffic Management Centre at the Finnish Transport Agency.

Transport of wagons with axle loads over 225 kN in the eastern transit traffic on tracks and in turnouts with K30 and K33 rail profiles.

It is prohibited to operate wagons with an axle load exceeding 225 kN in the eastern transit traffic on tracks and in turnouts with K30 and K33 rail profiles.

TRANSPORT OF WAGONS COMPLYING WITH THE RUSSIAN STANDARD (FOR EASTERN TRANSIT TRAFFIC)

If the train contains at least one goods wagon which complies with the Russian standard, the maximum speed on the sidings between the following traffic operating points or their parts is 20 km/h.

Helsinki-Turku satama
Kauniainen

Huopalahti-Havukoski
—

Hyvinkää-Karjaa
—

Karjaa-Hanko
Hanko

Turku-Uusikaupunki
—

Uusikaupunki-Hangonsaari
—

Raisio-Naantali
—

Helsinki-Riihimäki
—

Kerava-Hakosilta
—

Kerava-Sköldvik
—

Kerava-Vuosaari
—

Riihimäki-Tampere
—

Toijala-Turku
—

Toijala-Valkeakoski
—

Tampere-Seinäjoki
Ylöjärvi
Parkano
Ratikylä
Peräseinäjoki
Seinäjoki asema
Seinäjoki tavara

Lielahti-Kokemäki
—

Kokemäki-Pori
Pori

Pori-Mäntyluoto
Pori
Mäntyluoto

Mäntyluoto-Tahkoluoto
Mäntyluoto

Kokemäki-Rauma
—

Kiukainen-Säkylä
—

Niinisalo-Parkano-Kihniö
Parkano

Seinäjoki-Vaasa
Seinäjoki asema
Seinäjoki tavara

Seinäjoki-Kaskinen
Seinäjoki asema
Seinäjoki tavara
Kaskinen

Seinäjoki–Oulu
Seinäjoki asema
Seinäjoki tavara
Lapua
Jepua
Pännäinen
Kälviä
Kannus
Eskola
Sievi
Ylivieska
Oulainen
Kilpua
Vihanti
Tuomioja
Oulu tavara

Pännäinen–Pietarsaari
Pännäinen
Pietarsaari

Tuomioja–Raahe
—

Riihimäki–Kouvola
—

Kouvola–Kuusankoski
Kuusankoski

Lahti–Heinola
Heinola

Lahti–Loviisan satama
—

Kouvola–Kotka
Kymi

Kotka Hovinsaari–Kotka Mussalo
—

Juurikorpi–Hamina
—

Kouvola-Joensuu
Joensuu Peltola
Joensuu asema

Luumäki–Vainikkala-raja
—

Imatra tavara–Imatrankoski-raja
—

Niirala-raja–Säkäniemi
Tohmajärvi

Joensuu–Ilomantsi
Joensuu Peltola
Joensuu asema

Joensuu–Nurmes
Joensuu Peltola
Joensuu asema

Nurmes–Kontiomäki
Valtimo
Vuokatti

Kouvola–Pieksämäki
Pieksämäki asema
Pieksämäki Temu
Pieksämäki lajittelu
Pieksämäki tavara

Mynttilä–Ristiina
Ristiina

Pieksämäki–Kontiomäki
Pieksämäki asema
Pieksämäki Temu
Pieksämäki lajittelu
Pieksämäki tavara
Haapakoski
Markkala
Suonenjoki
Salminen
Kurkimäki
Kuopio asema
Kuopio tavara
Murtomäki

Pieksämäki–Joensuu
Pieksämäki asema
Pieksämäki Temu
Pieksämäki lajittelu
Pieksämäki tavara
Varkaus
Heinävesi
Joensuu asema
Joensuu Peltola

Murtomäki–Talvivaara
Murtomäki

Varkaus–Kommila
Varkaus
Kommila

Huutokoski–Rantasalmi
—

Savonlinna–Parikkala
Kerimäki
Punkaharju

Siilinjärvi–Viinijärvi
—

Tampere–Jyväskylä
—

Orivesi–Seinäjoki
Vilppula
Ähtäri
Alavus

Vilppula–Mänttä
Vilppula

Haapamäki–Jyväskylä
Keuruu

Jyväskylä–Pieksämäki
Pieksämäki asema
Pieksämäki Temu
Pieksämäki lajittelu
Pieksämäki tavara

Jyväskylä–Äänekoski
—

Äänekoski–Haapajärvi
Haapajärvi

Iisalmi–Ylivieska
Pyhäsalmi
Haapajärvi

Pyhäkumpu erkanemisvaihde–Pyhäkumpu
—

Oulu–Laurila
Oulu tavara

Laurila–Tornio-raja
—

Tornio–Kolari
Pello

Laurila–Kemijärvi
Rovaniemi
Kemijärvi

Kemijärvi-Patokangas
Kemijärvi

Oulu-Kontiomäki
Paltamo
Oulu tavara

Kontiomäki-Ämmänsaari
Hyrynsalmi
Pesiökylä
Ämmänsaari

Kontiomäki-Vartius-raja

Monitoring of Rolling Stock

Rolling stock monitoring equipment

The location of the equipment for monitoring rolling stock in the railway network is illustrated in figure 1.

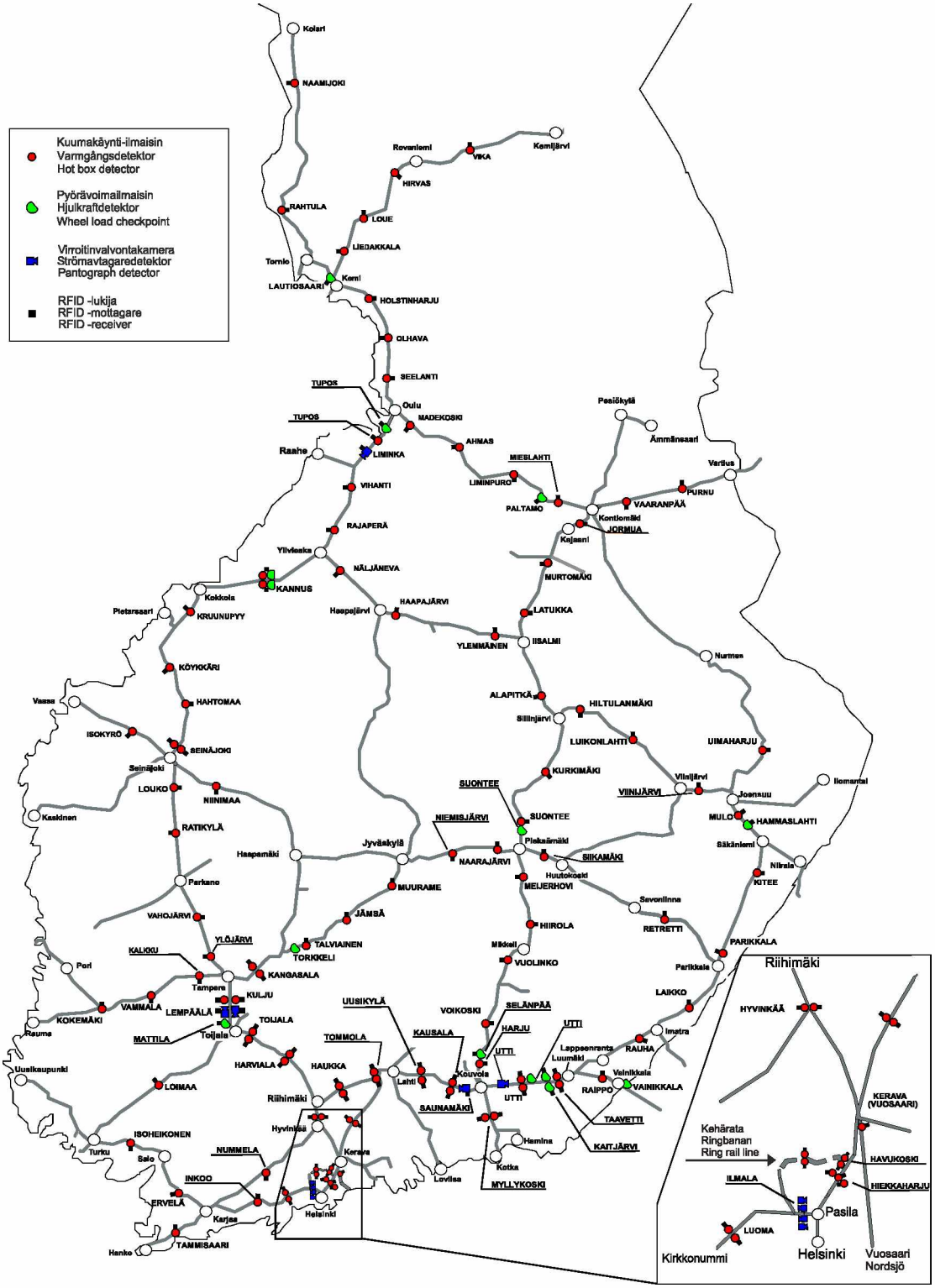


Figure 1. Rolling stock monitoring equipment.

Matters concerning wheel flats

Each passing train must be monitored to detect wheel defects, overheated bearings or brakes, an uneven or unstable load, or something else potentially alarming. The monitoring should be carried out on both sides of the train, whenever there is sufficient staff. If a defect or deficiency is detected, it should be addressed immediately or the unit detached from the train. The unit with defective wheels should, if possible, be transported in the same train to the nearest depot, unless this causes apparent danger or damage, and the maintainer of the vehicle unit should be notified.

The wheel condition can be monitored both manually and with automatic measuring devices. In the monitoring process the following measures should be taken:

I. If harmful wheel flats are detected, the length of the notch should be measured at the next stop. Further transport of a unit with a wheel flat is permitted on the following conditions:

a) If the length of the notch is less than 45 mm, no direct action is required

b) If the length of the notch is 46–60 mm and the outdoor temperature is below -10°C, the maximum speed allowed is 10 km/h. No speed limit when the temperature ≥ -10 °C; the speed range 20–45 km/h should however be avoided. The wheelset must be replaced at the next depot.

c) If the length of the notch is 61–80 mm, the maximum speed allowed is 10 km/h. The wheelset must be replaced at the next depot.

d) If the length of the notch or the combined notches is more than 80 mm, the wheelset must be replaced at the station where the notch is measured.

e) If an overweight wagon has an over 45 mm long notch, the load should be lightened at the nearest station or the wagon should be transported at a maximum speed of 10 km/h to the nearest depot.

II. The Q_{imp} limit values of the dynamic percussion force of the wheels on the rail have been specified in the table below. This force is usually caused by defects in the running surface of the wheel, such as notches, roughness or ovalisation. The dynamic force f_{dyn} indicates the ratio of wheel force variation for an unloaded wagon.

These forces are measured by wheel-flat detectors. The locations of these detectors are illustrated in figure 1.

Type of message	Level	Limit	Measures
Dynamic force Q_{imp}	Q5	> 500 kN	Must be detached from the train; max. speed 50 until detached
	Q4	> 450 kN	Max. speed 50 right after the message. The wheelset must be repaired before the next loading.
	Q3	> 350 kN	No speed limit; must be repaired before the next loading. If the same unit causes at least a Q3 alarm after the following loading, the measures required for Q4 must be taken
	Q2	> 300 kN	Must be repaired at the next depot, at the latest.
	Q1	> 250 kN	The maintainer can schedule the repair.
Dynamic coefficient f_{dyn}	f3	> 800 %	Must be repaired before the next loading. If the same unit causes at least an f3 alarm after the following loading, the measures required for Q4 must be taken
	f2	> 600 %	Must be repaired at the next depot, at the latest
	f1	> 400 %	The maintainer can schedule the repair.

Liikennevirasto

Finnish Transport Agency

ISSN-L 1798-8276
ISSN 1798-8284
ISBN 978-952-317-042-1
www.liikennevirasto.fi